December 3rd—December 9th, 1987, No. 49 75¢

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 22, Number 49 December 3rd, 1987

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ABOUT THE COVER:

Freeport Boat Show goers check out some of the new electronics being offered to anglers in 1988. This week's issue is well steeped in electronics and should help clear up some of the mystery surrounding those little black boxes. Dick Mermon Photo

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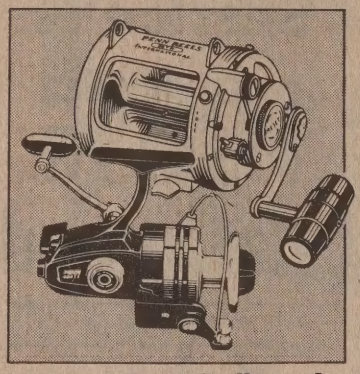

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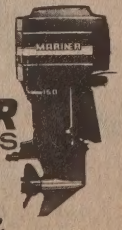

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PUBLIC HEARING ON SUNRISE CONSTRUCTION AND ITS EFFECT ON THE CONNETQUOT

The New York State Department of Transportation has announced a public hearing for Wednesday, December 9th at 8PM. It will be held in the Oakdale/Bohemia Jr. High School located on Oakdale/Bohemia Road in Oakdale. Three of four proposed construction plans for the Oakdale Interchange are expected to impact the Connetquot River, Connetquot State Park, Bubbles Falls and Rattlesnake Creek. Anyone concerned with the effect the new highway construction will have on these areas should make it a point to attend.

FOR THE PARTY BOAT ANGLER ON YOUR CHRISTMAS LIST

If you have a friend or family member who enjoys fishing aboard any of Long Island's numerous open or "party" boats, Northeast Sportsman's Press may have the perfect Christmas present for you. It's a new book, *Northeast Party Boat Fishing*, written by Mastic, Long Island author, Tom Schlichter.

Through its 20 chapters and 150 pages, the book reveals a wealth of information, some of it never covered before in any fishing book. One chapter, for example, deals with finding and choosing party boats (with a list of popular party boat ports from Maine to Chesapeake Bay). Another covers party boat strategies and etiquette (including the controversial topic of which position to choose on the boat). Still others unveil secrets of the pool sharks, or talk about proper equipment, hooks and knots. The final two chapters cover proper fish care and fish cookery, respectively. There are about eight pages of delicious and unusual fish recipes.

On a chapter by chapter basis, the author covers more than a dozen of the most popular party boat species, from bottom fish like flounder, blackfish and sea bass, right on up to battling bluefish, cod and tuna, the latter often weighing hundreds of pounds. The species information is very specific, and most of it would be useful for all coastal anglers who fish from boats—be they open or private.

Author Schlichter is a well-known fisherman and columnist who has contributed to such magazines as Sports Afield, The Fisherman, Boy's Life and others. A former professional clammer, Schlichter has nearly 20 years experience on the water.

Northeast Party Boat Fishing contains dozens of photos, plus interesting charts, sidebars and diagrams of effective party boat fishing rigs. Cartoons capture the lighter side of the party boat game.

The book will be available in select book stores and sport shops, especially along the coast. Or, fishermen can order direct by sending $7.95 plus $1.25 postage to Northeast Sportsman's Press, P.O. Box 188, Tarrytown, NY 10591.

NEW MAN AT THE TOP

The Northeast Region of NMFS has a new Regional Director. Richard B. Roe was appointed by William Evans, Assistant Administrator for Fisheries on July 19, 1987. He succeeds former Acting Regional Director Richard H. Schaefer who has been transferred to the Washington Office where he will serve as Acting Director of the Office of Fisheries Management.

Roe is a career fisheries official who has held a variety of posts with NMFS and also its predecessor agency, the Bureau of Commercial Fisheries. He began his career in fisheries by working for the New Jersey Division of Fish and Game in 1956 while attending Rutgers University. He subsequently graduated from Rutgers with a Master of Fisheries Science Degree. He and his wife, Andy, plan to relocate in the North Shore area of Massachusetts this fall.

NO MORE GILL NETS FOR LAKE ONTARIO

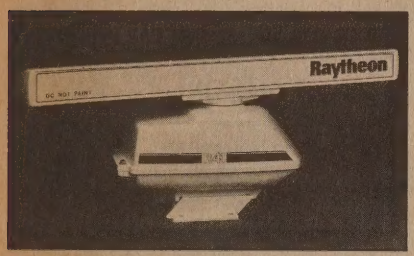
Through the efforts of the ESLO (Empire State Lake Ontario) Fishery Advisory Council, the bill that they introduced to end gill nets in the New York State waters of Lake Ontario has been passed and signed by Governor Mario Cuomo. Unfortunately, Canada still continues to gill net, but under the new State law, there will be no new net licenses issued for U.S. waters of Lake Ontario after July 1, 1988.

This is a very important act amending the environmental conservation law in relation to the taking of fish with gill nets and could well save the State of New York hundreds of thousands of dollars should Lake Ontario salmonids, walleye and other highly desirable table fish become contaminant free and legal for sale on the open market.

Perhaps even more important is that the prevention of future gill net use for such fish as yellow and white perch, which are now legal to market, will prevent a by-catch (accidental) of small salmonids (since gill nets are nondiscriminatory). The by-catch, using small mesh gill nets kills thousands of small salmonids and other fish each year in the Great Lakes.

The ESLO Fishery Advisory Council is a lake-wide organization that acts on behalf of sport fishermen and related businesses. Representatives form the major Lake Ontario trout and salmon clubs, charter boat associa-

R40 Radome houses a 3-kw transmitter with low noise front end receiver and unique printed circuit board antenna. Narrow 4° horizontal beamwidth provides outstanding target resolution. 20.9 pounds and 24.4 inches in diameter, it's perfect for even small power and sailboats.



R41 has an open-array 3.5-foot antenna with 2.4° horizontal beamwidth and 4-kw transmitter with low noise front end receiver for exceptional longer-range performance.

Exclusive 4-Mode Operation.
Touch a button to select Standard, Magnetic, Navigation, or Waypoint (WPT) Mode. In the WPT example (right), own boat's magnetic heading shows above heading line...own Lat/Long and speed are shown... Dual VRM's and EBL's with on-screen readouts give precise ranges and magnetic bearings. A 10-mm dotted circle with dotted direction line shows selected loran waypoint (WPT) within radar range...data readout shows range and bearing to WPT...WPT is kept on heading line for precise steering guide...angle of WPT direction line and heading line is visual Course Deviation Indicator.

Here's a totally new way to look at radar and loran!

R40/R41 Incredible radars that combine a new operating system with the very latest space-age LSI-circuit miniaturization...to give you more navigation information than ever before.

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The 24-mile R40 and 32-mile R41 each provide totally integrated electronic navigation displays on a super-bright ten-inch diagonal screen. Includes 2 EBL's; 2 VRM's; SeaGuard; and, when connected to a Raytheon RAYNAV-570 Loran-C Receiver, or others having properly formatted NMEA 0182/0183 protocols, R40 or R41 provide a selection of features and graphic-plus-alphanumeric navigation readouts far greater than any other radar in their class.

2-year limited warranty.
R40 and R41 Radars have the high-tech engineering excellence you've come to expect only from Raytheon.

For more information contact your local authorized dealer or
RAYTHEON MARINE COMPANY
46 River Road
Hudson, NH 03051 USA
603-881-5200

Raytheon

Not all Loran receivers provide the proper NMEA 0182/0183 interface. Use of an optional flux-gate compass can improve the performance of certain navigation features which are subject to limitations and potential errors inherent in the Loran System. See your local Raytheon dealer for complete details.

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tions, county Fishery Advisory Boards, Trout Unlimited, New York State DEC and New York State Park and Recreation and meet to discuss major problems that affect Lake Ontario fishing. ESLO's 32,000 derby fishing members, whose interest this organization protects, fund this organization through ESLO derbies. For more information contact: Dick Schleyer, ESLO, P.O. Box 23746, Rochester, NY 14692.

UNCLE JOSH RELEASES NEW PORK RIND VIDEO

Pork Rind—The Ultimate Trailer, is a new "How To" video featuring Uncle Josh Pork Rind Baits.

It's an ideal video for fishing clubs, schools and other organizations. For more details, write: Uncle Josh Bait Company, PO Box 130, Fort Atkinson, WI 53538.

NEW COAST GUARD LICENSE REGS BRING MAJOR UPGRADES

The Coast Guard has apparently heeded the complaints they received about their earlier plan to eliminate entry level licenses for captains of inspected vessels. They have not only retained entry level licenses, but have also upgraded them; and have expanded the popular "six-pack" license as well. Here's the breakdown, prepared by Sea School, a national Coast Guard license preparation organization.

The license upgrade for inspected vessels works like this. Licenses issued on December 1st and after are designated either Master Inland, or Master, Near Coastal, depending upon the holders' qualifications. They are valid for up to 100 tons.

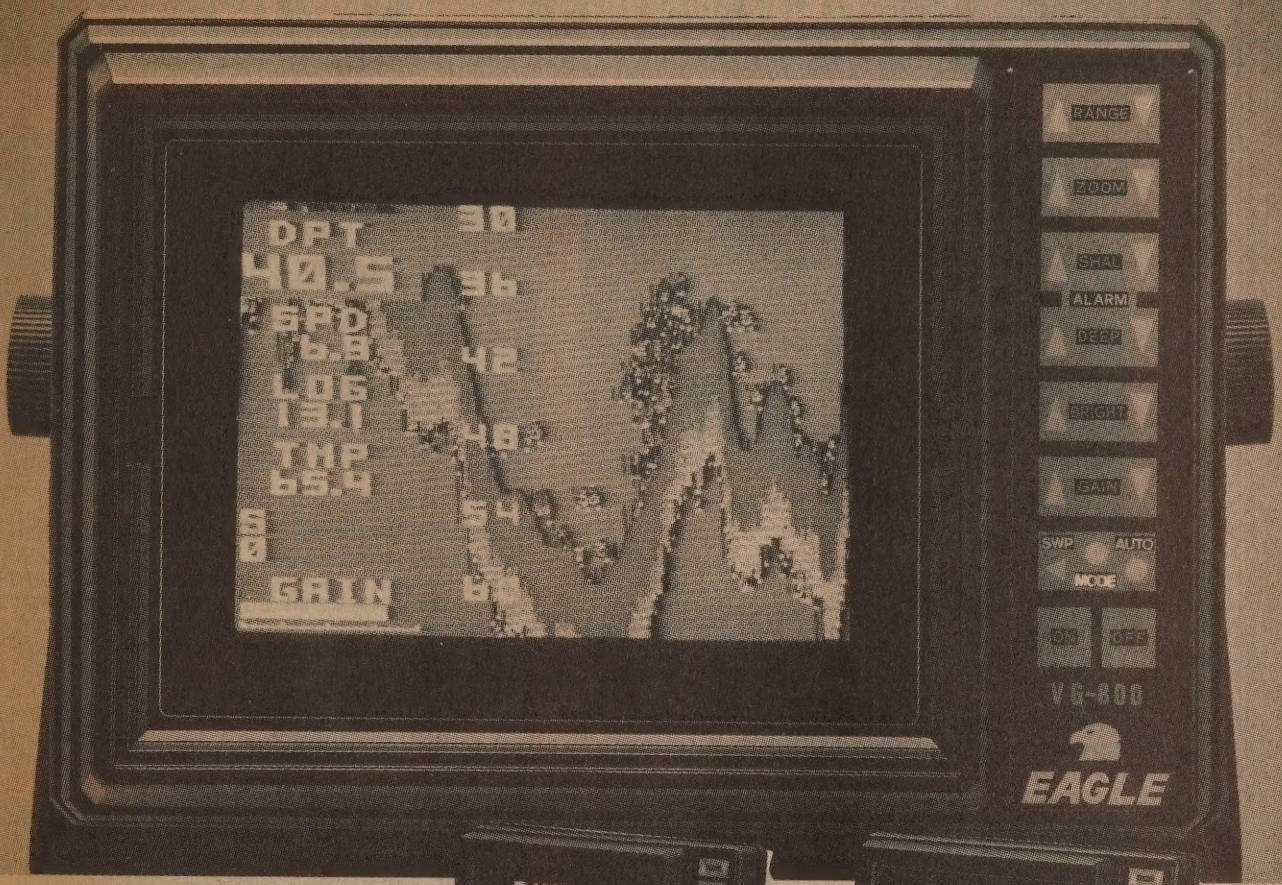
Inland and ocean operator licenses, which were issued for inspected vessels before December 1st, remain valid until their normal expiration dates. A skipper who renews will then convert to one of the new master's licenses.

The six-pack license has been expanded for qualified skippers to include a coastal endorsment of 100 miles offshore with no further route restrictions. The Coast Guard's term for a six-pack license is "Operator of Uninspected Passenger Vehicles." or OUPV.

The Coast Guard has emphasized that, for licenses issued before December 1st, neither an inland/ ocean operator nor a six-pack operator, can get the appropriate upgraded license until his present license is due for renewal. However, a Headquarters spokesman said that, if an operator can demonstrate a real need for the limits authorized by the new licenses, he might obtain such limits as an endorsement on his **existing** license.

Similarly, a license that gets "lost" will be replaced with a duplicate, rather than with an upgraded license.

Boats can obtain further information by contacting the nearest Coast Guard Regional Examination Center, or by calling 1-800-237-8663.



SEE THE SEA IN LIVING COLOR.

VG-200

VG-800

The new Eagle Videos give you clear, colorful views of the world beneath your boat.

Eagle Electronics introduces three remarkable sonar Video Graphs for closed and covered boats: VG-800, VG-250 and VG-200.

All three videos deliver world-famous Eagle quality in a video format. That means sharp, easy-to-see pictures of fish, structure, submerged objects, and the bottom.

Features include: high power, high resolution screens, five depth scales, zoom ranges to 15 feet, and digital depth readout. All three models work equally well in freshwater or saltwater.

VG-800 is an "8-color" display with temperature and speed probe. The VG-250 (not shown) offers the same features in an amber display and the VG-200 is an amber display without speed and temperature.

The Eagle Videos give a detailed picture of the underwater world – in living color. Come see them at your nearest tackle store, sporting goods department or boat and motor dealer.

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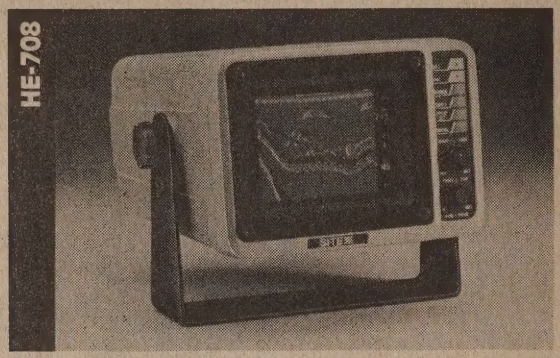
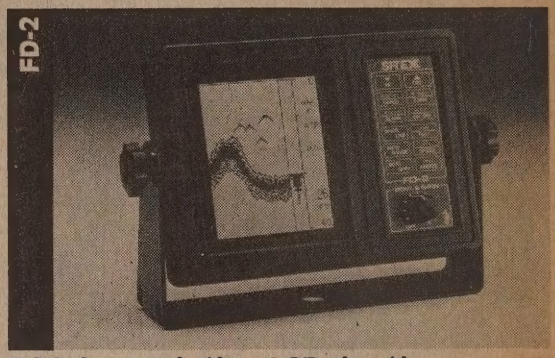


Glare/Guard® eliminates up to 94% of reflective glare.

The major problem in using a video sounder is glare. New Glare/Guard® Lens Filter, optionally available with HE-708, utilizes an optical HEA® (High Efficiency Antireflection) coating to reduce reflective glare up to 94%. A coating very similar to that used to control glare on windows and instruments of NASA's space shuttle. Other features: Seven basic ranges from 0–10′ to 600′ with shift to 1,200′. Zoom, auto range, VRM. Digital readouts of depth, search area, temperature.



A high-resolution LCD depth sounder packed with performance.

With over 20,000 pixels on its 3″ x 3¾″ back-lighted screen, the outstanding clarity and detail of the FD-2 sounder is very near that of a paper chart recorder. And it's packed full of performance features like 12 touch-key depth ranges from 0–20′ down to 0–600′, auto range control, white-line, "zoom" and freeze controls, adjustable audible alarm, eight-picture memory, data memory and much, much more. Built-in simulator helps sharpen your fishfinding skills.

A picture bright by day and positively brilliant by night.

The T-100A is one of the most affordable daylight viewing Rasterscan radars you'll find anywhere. You get simple touch-key range selection of ¼, ½, 1, 2, 4, 8 and 16 N.M. on a nine-inch screen. Three kilowatts of power. Other features include: Variable Range Marker (VRM) for digital-range readouts of selected targets, an Electronic Bearing Line (EBL) for digital readouts of relative target bearings. Plus an infinitely-adjustable guard-zone alarm to warn of intrusions.

Economical VHF/FM Radiotelephones with all-channel scan.

The models 950 and 960 are very economical transceivers built with today's technology. The 950 transmits on 49 channels and receives on 59. The 960 features 55 transmit and 85 receive U.S./INT. channels. Both have nine weather channels. Plus, both feature automatic scan. Scanning at the rate of two channels per second with a hold time of four seconds on active channels, you won't miss any of the action. Selectable HI/LOW (25/1 watt) power. Channel 16 priority.

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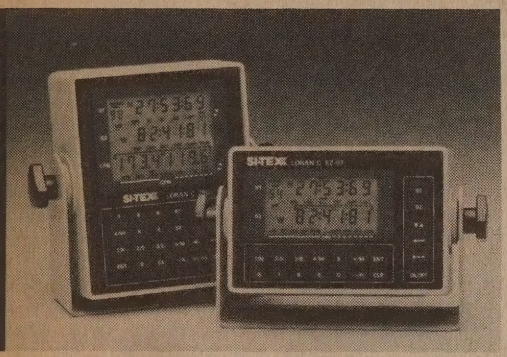
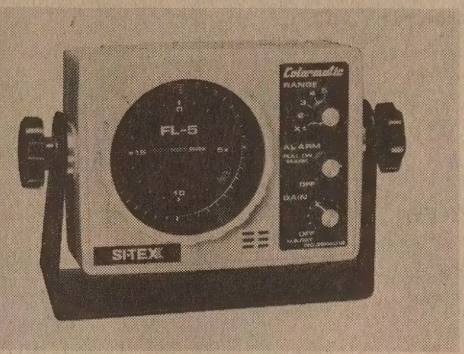


These Lorans and video tapes make you a navigational wizard.

There's more to being a competent navigational helmsman than just owning the most popular brand of Loran-C receiver in the world. That's why, along with your purchase of a SI-TEX 790 or EZ-97 Loran, we include a comprehensive 30-minute video tape of instructions on how to use the specific model you buy. A tape so informative and complete, you'll be operating your microchip marvel like a wizard in no time.

FL-5



Versatile, three color, ten-range LED depth sounder with audible alarm.

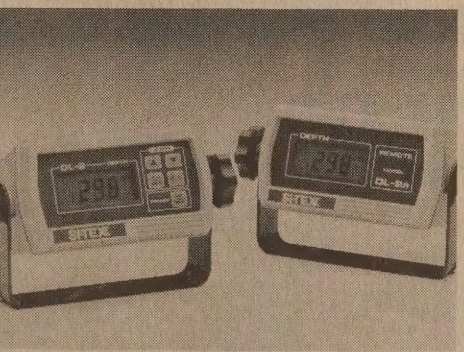
Strong bottom echoes to the FL-5 Colormatic flash red. Medium signals flash orange and weak signals flash green. Ten depth ranges—five in feet, five in fathoms. Ranges on shallow scale are from 0–20′ down to 100′. Deep water selection is from 0–20 fa. (120 ft.) down to 100 fa. (600 ft.) Alarm is adjustable over all ranges. Variable sensitivity control. Automatically controlled pulse, sounding, STC. Power output is 50 watts RMS (400 watts P-T-P).

HH-200

All the features you could want in a hand-held portable.

Five big watts of power from the HH-200 give you "loud and clear" voice communications on 85 receive and 54 transmit U.S./INT. channels. Nine weather channels. Big LCD display shows selected channel and transmit mode. Plus there's convenient touch-key channel selection, priority channel 16 and HI/LOW (5/1W) power output. Rapid all-channel scan keeps you in touch with all the action. Includes accessories and 120 VAC wall charger.

DL-2/DL-2R



Dynamite digital depth sounder with alarm and optional remote.

The DL-2 may be small, but its big black LCD numbers tell you the precise bottom depth beneath your boat at a glance. From three to 400 feet in one-foot increments. In less than ten feet of water, display also reads to nearest half foot. Audible shallow-water alarm is adjustable between three and 20 feet. Optional DL-2R Remote can be mounted on the flybridge, in your cabin or anywhere you want the same reliable readout as displayed on the main unit.

ility at a very affordable price.

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227 SEAFARER with OMC 230 Cobra	$247.25/month
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230 GULFSTREAM 9'3" beam, with Twin 150 H.P. Johnson	$333.25/month
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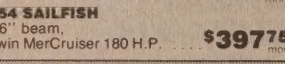
255 SAILFISH 9'6" beam, Twin 175 H.P. Johnson	$397.75/month
254 SAILFISH 9'6" beam, Twin MerCruiser 180 H.P.	$397.75/month

"On Reynolds Channel, Lawrence"



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NEW PRODUCTS

SI-TEX REINTRODUCES THE EZ-7 LORAN C RECEIVER

Brought back by popular demand, the Si-Tex EZ-7 fisherman's Loran, lets you cruise big-water with confidence or return directly to a favorite fishing hotspot any time.

A fishing spot where you're bringing them in now can also be good fishing later. The instant position memory of the EZ-7 can fix your present position and store it in memory. When you want to go back to that hotspot later, simply recall the position from memory and you can return to it by the most direct course from your present location. You can go back today, tomorrow, next week, next month, next year. And you can do it day or night, in any kind of weather. The EZ-7 also gets you home again when you're ready. Up to nine locations can be stored indefinitely or changed as desired.

The instant position memory can also be quite valuable in emergency situations such as a man overboard.

Four notch filters eliminate most local interference to maximize the quality of Loran signal received.

Microprocessor circuitry of the EZ-7 gives you precise digital readout of your position in time differences (TDs) or latitude and longitude coordinates. Touch a few keys and a built-in course computer steers you straight to your destination from your present position with three simultaneous displays of course navigation data. Data includes cross track error, time to go, bearing to steer, vessel's heading, distance to go, speed, velocity made good (VMG) and course made good (CMG). An arrival alarm which sounds within one-half mile of your destination.

For more information, write Si-Tex, P.O. Box 6700, Clearwater, FL 34618; (813) 535-4681.

THE NEW HUMMINBIRD LCR 40 ID

For 1988, Humminbird announces the solution to the problem of finding fish in deep water: the new LCR 40 ID. It positively identifies fish and displays them in red.

This highly advanced deep water unit has a built-in microcomputer that identifies fish separated from the bottom. Even bottom fish are detected because the LCR 40 ID spots anything as close as three inches from the bottom and displays it in red. Bottom and anything attached to the bottom appear in black. And stronger signals, such as those from larger fish, appear in a darker shade of red (a black dot behind a red dot). Finding fish has never been so easy.

And there's more. The LCR 40 ID features a broad range of high tech functions including zoom, bottom-lock, fish and bottom alarms, and Total Screen Update which immediately changes the screen to another mode or a new depth scale. And with the easy-to-use operation down to 480 feet, it's no problem finding fish and bottom structure.

With its rugged, completely salt-waterproof construction, this unit is built to withstand the elements. The LCR 40 ID: truly the right machine for deepwater fish finding.

For more information, contact: Techsonic Industries, Inc., 3 Humminbird Lane, Eufaula, AL 36027; (205) 687-6613.

NEW LOWRANCE X-40

Clearvision. With one word, Lowrance Electronics, Inc., has set a new standard for liquid crystal display sonar technology.

The Lowrance X-40 LCG (liquid crystal graph) combines total system engineering from America's premier sonar manufacturer with the incredible Clearvision screen. Boasting 192 vertical pixels, the screen provides incredible contrast and high resolution, two features never before available in a single LCD. The display is easily visible from almost any angle, even through polarized sunglasses.

The X-40 also offers Grayline, a patented Lowrance feature, for high definition bottom readings and separation of bottom from fish, rocks, stumps and other objects.

As simple to operate as a table lamp, just pressing the "on" button brings the X-40 to life. In automatic mode it will set its own ranges and sensitivity to display fish and structure, track bottom and provide a constant digital bottom reading. An automatic discrimination feature eliminates false echoes and interference. Sensitivity can be raised or lowered while in automatic mode to compensate for unusual or changing conditions.

The unit's 600 watts of power assures detailed readings, even at depths greater than 400 feet and the fastest boat speeds. It is completely waterproof and is filled with dry nitrogen to prevent fogging. A backlighted keyboard and display facilitates night use.

The X-40 is engineered as a perfect choice for beginner or expert. Anglers can make full use of its extensive capabilities to zoom and expand any depth segment of 10 fet or more. A zoom bottom track feature displays a variable depth segment which shows the bottom at all times, greatly enhancing display detail of fish, structure and bottom contour.

An audible zone alarm signals the presence of fish, aids navigation, and functions as an anchor watch. High speed scrolling provides clear

PUT THE FASTEST FISHING SONAR UNDER YOUR TREE THIS CHRISTMAS...

Fencolor CLC® 160 depth/fish finder is the fastest fishing sonar, and with SAVINGS UP TO $100 this Holiday season at Kmart and other fine tackle stores, the world's only color LCD is going even quicker.

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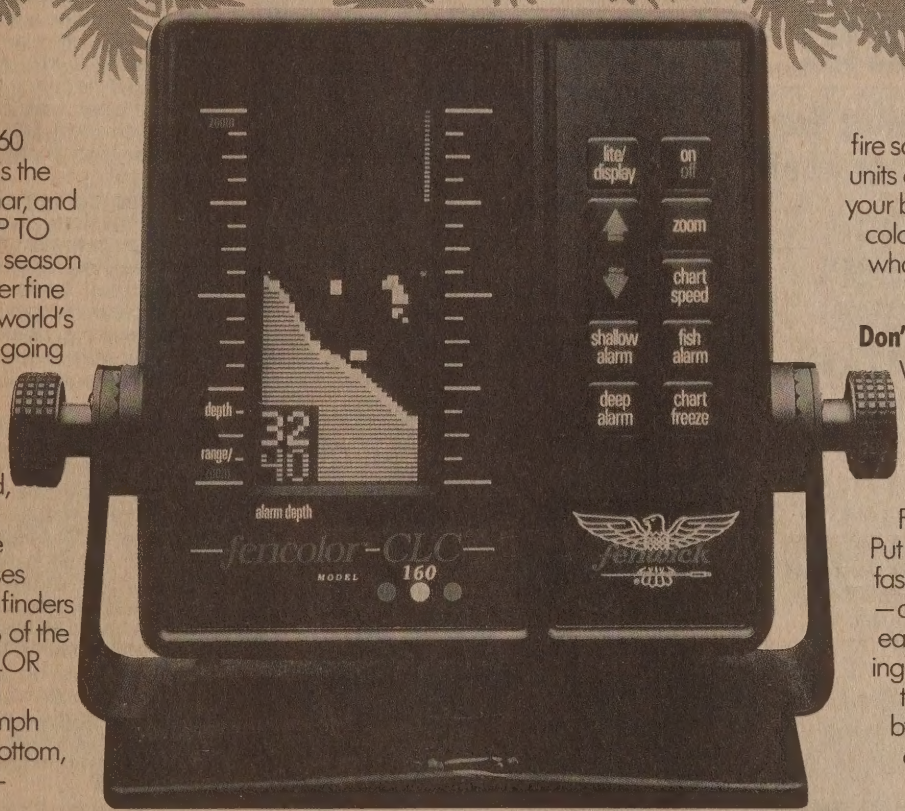
At 8½ sonar bursts per second, the Fencolor CLC 160 eliminates the lag time that causes other leading fish finders to miss up to 75% of the bottom. FENCOLOR FINDS FISH at all speeds up to 40 mph without missing bottom, thanks to its rapid-fire sonar signal. Other units can't keep up with your boat's speed. Fencolor's fast. And that's what makes Fencolor fishing fun.



Don't Shop, Buy. Today.

With savings up to $100 there's no need to shop around for the best deal on Fencolor CLC 160. Put the fastest — and easiest to use — fishing sonar under your tree this Christmas by buying at Kmart and other leading tackle shops.

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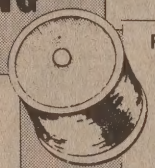

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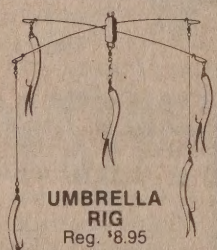

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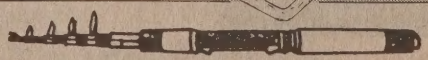

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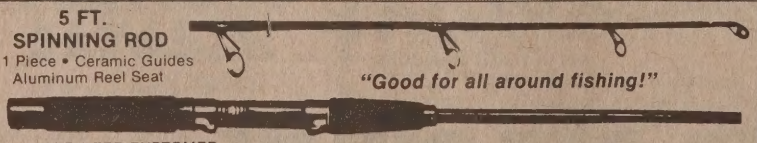

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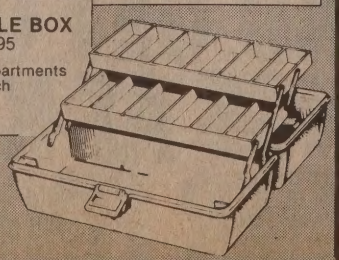

readings at fast boat speeds.

For more information on the X-40 and other Lowrance products contact the Public Relations Department, Lowrance Electronics, Inc., 1200 East Skelly Drive, Tulsa, OK 74128.

IMPULSE 2800 PLUS FISH FINDER

Featuring SuperTwist technology, the latest advancement in LCD fish finding units, Impulse Technology introduces the Impulse 2800 Plus LCD fish finder with a fish ID mode that positively identifies what's down there and a still fishing mode for when fishing while anchored and for ice fishing.

The Impulse 2800 Plus with SuperTwist technology will enable anglers to view the liquid crystal screen from all angles of the boat, in all types of light. This major advancement to the Impulse 2800 Plus answers the needs of all anglers who have found that, while LCD technology provides excellent detail and convenience, the screens on most LCD units are difficut to see if an angler isn't viewing it straight on.

Also as part of SuperTwist technology, the Impulse 2800 Plus contains high temperature fluid enabling it to meet the demands of extreme temperatures while still achieving a crystal clear picture. The greatly improved viewing angles and contrast ratio offer tremendous advancements over technology available only a short time ago.

With the fish ID mode selected on the Impulse 2800 Plus, the images of the unit's LCD screen actually turn into images that look like fish. Anglers will no longer have to guess as to what the LCD screen is showing them. And when fishing at anchor or ice fishing, the computer graphics capabilities of the 2800 Plus show fish in proportion to their actual size. When still fishing with other LCD units fish show up as long, straight lines that provide very little information to the angler in the boat or on the ice. The 2800 Plus gives the fish shape and form in relation to their actual size.

The Impulse 2800 Plus provides more than just fish finding capabilities with greater viewing abilities. A second screen mode on the Impulse 2800 Plus actually replaces three other gauges by displaying a digital depth reading with shallow alarm, a digital speedometer with trip log and a digital temperature gauge with a graph plotting temperature over time, clearly showing where the temperature drops over deep holes or currents and how far back they are, so the angler can easily return to them.

To guide the new owner, the Impulse 2800 Plus features a "Help" screen mode to easily operate the unit, so he can leave the owner's manual in the packing box.

The fish finding capabilities of the Impulse 2800 Plus include a totally automatic operation which will track the bottom to any depth with the

touch of one key. The one touch zoom feature allows four different zoom functions in six different depth ranges down to 480 feet with a 45 degree beam angle transducer. A five inch SuperTwist liquid crystal display screen provides high contrast and resoluton for clearer, more defined images. The Fineline bottom separation feature enhances targets sitting on the bottom for easy visibility on the screen.

Ideal for open fishing boats where extremely bright conditions can be present, the Impulse 2800 Plus also features electro-luminescent back lighting for excellent night fishing viewing.

The horizontal screen on the Impulse 2800 Plus has an overall pixel count of 20,480, making it one of hte most detailed screen displays available. And now with SuperTwist technology, it also has the most readable screen from all locations in the boat. The operation of the 2800 Plus is simple with use of only twelve front panel keys, with most functions performed by touching only one key.

A transom mount, high speed wedge transducer is standard, with an optional portable battery pack available. The portable power pack is ideal for the angler who doesn't own a boat or wants a unit for ice fishing trips.

The Impulse 2800 Plus is backed with Impulse's one-year parts and labor warranty and supported with the Impulse Lifetime service program.

For more information on the Impulse 2800 Plus LCD fish finder and digital display with SuperTwist, contact Impulse Technology, 329 Railroad Ave., Pittsburg, CA 94565 or see your local Impulse dealer.

NEW BAIT BUCKET BOARD HAS MANY USES!

The Fast Feat Bucket Board Company has introduced the other half of the 5 gal. bucket. A unique but simple all purpose board that snap fits to the top of a standard 5 gal. bucket. Simple in design, multi-purpose, the lightweight yet rugged and durable plastic cover was designed by two New Jersey fishermen who were tired of messy wood boards that never stayed put and leaked on the deck.

The new board has a lip around the edge and drains any liquid right back into the bucket. An added feature is that it comes clean by dipping it in the water or wiping with a damp rag. When not being used as a cleaning or cutting station, it also doubles as a very comfortable seat, whether on a boat, beach, jetty or dock. While sitting on the board, you still have access to your bucket without getting up for more bait, your thermos or your favorite plug.

Built into the top of the board is a safe knife storage slot which keeps your blade in the bucket, but keeps the handle on top for easy access. To ensure your catch is legal, there's a permanent ruler face on the board. When not being used by sportsmen, the Fast Feat Bucket Board has many uses around the home whether washing your car or weeding the garden. The Fast Feat Bucket Board is available for only $12.95 plus $2 postage and handling and will make Christmas gift giving easy for your fishing buddy or yourself.

Send check or money order to: Fast Feat Bucket Board Company, P.O. Box 621, Brielle, NJ 08730 or order by phone with MasterCard or Visa by calling (201) 458-7700.

DEVICE LETS FISHERMEN RECHARGE BATTERY WHILE FISHING

A handy, time-saving control for fishermen is now available from Recreational Technologies., The 150-1 model isolator-plus outboard charging control makes it possible to charge the trolling motor battery from the outboard motor, while out on the water.

This instrument lets the fisherman decide how to use the alternator charging current. All of the power can be directed to the trolling motor battery while fishing, or the power can be divided between the starting or auxiliary batteries.

The outboard charging control allows more fishing time with the trolling motor by keeping the battery for the trolling motor charged and yet guards against overcharging of the starting battery.

The unit features solid-state construction. There are no moving parts

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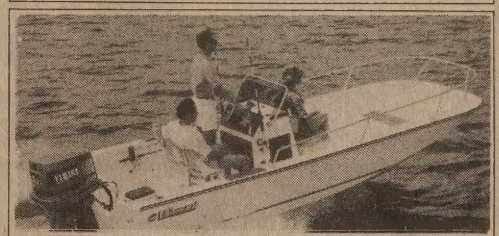
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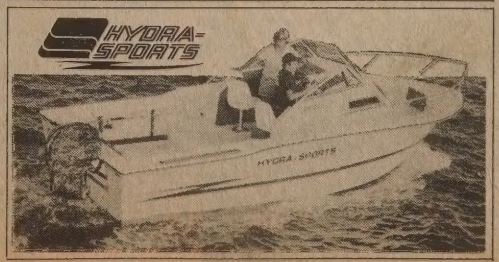
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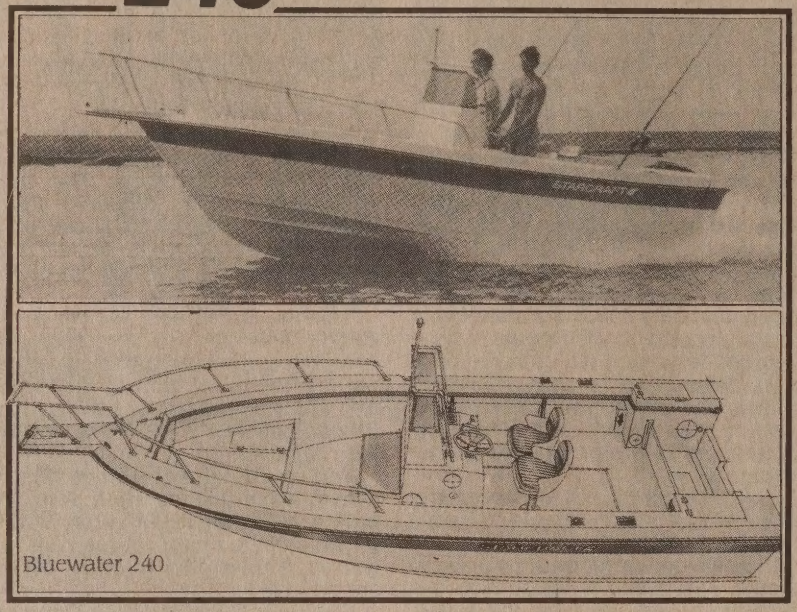

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and a selector switch for charging auxiliary only or both batteries is included. Dual diodes prevent the main battery from discharging when the auxiliary is in use.

Designed for outboards with alternators of up to 20 amp output, it mounts easily near the starting battery. There are only 3 wires to connect. The unit is designed for 12 volt negative ground systems.

Suggested retail of Rec Tech's 150-1 isolator-plus outboard charging control is $33.95.

From Recreational Technologies Inc., 5325 W. 74th St., Minneapolis, MN 55435.

WEATHERPROOF RADARS FROM RAYTHEON

Raytheon Marine Company, the creators of the world's first raster scan marine radars, has taken another quantum leap forward in advanced engineering technology. Raytheon's new 16 mile R20 and 24 mile R21 Raster Scan Radars use the latest in Large-Scale Integrated (LSI) circuitry to significantly reduce display size, while increasing capabilities and providing unparalleled reliability. Rugged, weatherproof, and easy to use, these are the first raster scan radar displays small enough to fit easily into most overhead instrument panels.

"Enormous amounts of intelligence have been packed into the LSI chips for this new generation of raster scan radars," said Raytheon's Carsten Peters, Marketing Manager. "The results are dramatic! The best news is we're planning to introduce these small boat radars at very competitive prices."

Raytheon's new radars provide exceptionally bright displays with chart-like clarity, on seven inch diagonal screens cleverly designed to provide target viewing areas that rival the size of nine inch radars. Yet, these new radar displays have enough room for on-screen readouts, including Loran TDs or Latitude and Longitude (when interfaced with Loran C receivers having proper NMEA 0182/0813 outputs), alphanumerics and bar graphs showing operating conditions, including tuning, gain, sea and rain clutter settings.

Raytheon's R20 Radar has a printed circuit board antenna, housed in a low-profile radome, which won't foul rigging. The narrow, four-degree horizontal beam width provides outstanding target resolution. Raytheon's R21 Radar, with a three foot, open array antenna, has 2.8 degree horizontal beam width for exceptional longer-range performance.

Electronic Bearing Line (EBL) and Variable Range Marker (VRM) make it easy to measure bearing and range to any target. Adjustable SeaGuard rings warn of potential collision danger and show points of intrusion to protect a full, 360 degree area. Other features include target expander to enhance weak targets, picture "freeze" for extended study and interference rejection, rain, and sea

clutter controls to minimize interference from other radars, weather and waves. Interference rejection can also be turned off, when desired, to pick up RACON beacon signals.

By displaying Loran Lat/Long or TD readouts on the screen, these radars reduce the need for operators to take their eyes from the helm, and also serve as limited Loran repeaters for second station use.

The R20 and R21 Radar displays are fully gasketed for exceptional weather protection. Each measures 10 inches W by 9/ inches H by 8-5/8 inches D, with mounting bracket and weighs 13.2 pound; (8¾ inches by 8-1/8 inches by 8-5/8 inches, without bracket—optional recessed mounting kits available). The R20 radome antenna is 24.4 inches in diameter by 11 inches high and weighs 20.9 pounds; the R21 open array antenna is 37 inches W by 16 inches H and weighs 44 pounds. Peak transmitter power is 3 kW; power requirements are 11-42 Vdc; and power consumption is less than 50 watts (R20), or less than 85 watts (R21).

Manufacturer's suggested list price for the R20 Raster Scan Radar is $2,295, and $3,295 for the R21 Raster Scan Radar. Raytheon offers a two year limited parts warranty with one year free labor by any of its U.S. dealers and worldwide service network.

For more information on the new Raytheon R20 and R21 Raster Scan Radars, contact: Raytheon Marine Company, 46 River Road, Hudson, NH 03051 USA; (603) 881-5200; Telex: 681-7529.

NEW PENN YAN 23 FOOT AVENGER

This beamy (9½ foot) 23 footer is available in flybridge, hardtop, and open versions. With 85 square feet of open cockpit it is easy to fish for an offshore party or a family outing. In addition to the self-bailing liner, 5 bait and fish wells, roomy V-berth with plenty of cockpit and cabin storage, a galley and dinette are also available. Stern drive or inboard, the 23 foot Avenger is a versatile design destined to rank as a classic.

For more information on the entire Penn Yan line, call (315) 536-7755, or write Penn Yan Marine Manufacturing Corporation, Waddell Avenue, Penn Yan, NY 14527.

RAY JEFFERSON'S COLOR TELESCAN 2000

Bottom contours, schools of fish—even a single fish—show up clearly and identifiably in seven vivid colors on the large CRT screen that makes Ray Jefferson's T-2000 sonar a feature packed fish locator. The well defined display allows you to locate fish, estimate size and follow movements accurately.

A new feature, Automatic Mapping, slows the screen's sweep speed down to show a truer picture of bottom contours.

Signals from the transducer are displayed in seven colors: red, orange, yellow, green, dark blue, light blues and white. The stronger the intensity of the signal, the brighter the color. Example, a bright red splash of color would indicate a large fish directly under the boat. A hard, reflective bottom will also be indicated by a red line.

The unit features a selection of six basic depth ranges: 0-30', 0-60', 0-120', 0-240', 0-480' and 0-960'. The ranges are selected by a touch of the waterproof touch-tone membrane keypad.

The depth ranges are displayed in easy to read numbers on the left side of the screen where they do not interfere with the picture as it moves from right to left. The range scales are displayed as dash lines which divide the CRT screen display into depth zones. All lines and numbers are in the background and add a third dimension to the viewing. The range lines can be removed from the screen at the touch of a button for clutter-free viewing.

A special feature of the T-2000 is a digital depth readout which appears directly on the screen providing instant information as to water depth under the keel.

In addition to the six basic ranges, the unit features a zoom control which can "zoom" in on the screen and expand either the top half or the bottom half of the screen to cover the full screen.

For example: In the 0-60' range, touch the "up" zoom keypad and enlarge all the information in the 0-30' range to fill the screen. Touch the

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"down" zoom keypad and fill the screen with the view from 30-60'. Now that you've chosen to down zoom from 30-60', you see something interesting at 35'. Push the top zoom and the unit will now enlarge the top half of 30-60' range, which is 30-45'.

This adds another six top and six bottom ranges. Want a closer look? In the "up" zoom, the image may be enlarged again to fill the screen with the view from 0-15'. This feature adds an additional 5 ranges to the unit's capability. The use of the "zoom" feature allows the viewer to select from a variety of possible pictures and expanded pictures in the six basic depth ranges.

Another outstanding feature is the Automatic Ranging, which assures constant depth readings. If the transducer measures a depth out of the preset range, the unit automatically switches to the correct range so that readings are displayed without interruption.

Another exclusive feature of the unit is an Automatic Tracking speed in addition to the four standard sweep speeds. The Automatic Tracking feature mates the speed of the display to the speed of the boat and shows bottom condition in exact correspondence with the movement of the boat. If it is desirable to examine a specific display, simply touch the "stop" button on the keypad and "freeze frame" the picture.

The T-2000 features a dual alarm system. When activated, an electronic graph appears on the right side of the viewing screen. The operator can select minimum and maximum depth levels as desired. Set the top alarm to any desired depth, and the operator is able to "hear" by audible alarm any fish that breaks the beam. Set the bottom alarm at a depth below that of the actual bottom and the operator is alerted audibly to dropoffs and honey holes. This feature also allows the operator to set an "Anchor Alert" window to monitor any changes in water depth when at anchor.

Included in the unit is a surface water thermometer which displays surface water temperature in tenths of degrees farenheit at the touch of a button on the CRT display tube.

A speed indicator CRT display shows the boat speed in MPH and is calibrated in tenth (1/10th) of a mile increments. With these two features, the operator can monitor trolling speed, read the surfacE temperature and see everything that is happening under the boat almost simultaneously.

The T-2000 is more accurate than expensive chart recorders and eliminates the need for rolls of costly chart paper. The unit is rugged, compact and designed for marine use. The controls feature a waterproof keypad with touch tone for range selection, up and down zoom, water temperature, boat speed, distance log and range selector. The keypad is backlighted for night viewing. There are controls for gain, sweep speed and freeze frame, upper and lower audible alarm and brightness.

The Ray Jefferson T-2000 comes WIth a detachable sun hood, clear plastic protective see-through cover, gimbal mounting bracket, tri-transducer transom mounting bracket, 20 ft. of transducer cable and a detachable power cord.

The unit carries a manufacturer's list price of $1,199.95.

Ray Jefferson is a division of Jetronic Industries, Inc., a diversified manufacturer listed on the American Stock Exchange. For further information, contact Ray Jefferson, Main and Cotton Streets, Philadelphia, PA 19127; (215) 487-2800.

KODEN INTRODUCES NEW 6 INCH CHROMASCOPE WITH C.T.D.

Koden, the company who invented the first color video sounder, proudly introduces its third in a series of six inch Chromascope success stories, the CVS-102 with CTD (Constant Target Definition).

The new CVS-102 with CTD retains all the features that made its predecessors so popular, such as manual and auto range and zoom selections, etc., but for 1988 versatility has been greatly enhanced with the new dual beam angle triducer. It incorporated two 120 hKz transducers (a 15 and a 40 degree beam angle) in a single triducer housing, enabling a fisherman, with the flip of a switch, to always have the right beam angle for his fishing needs; a 40 degree beam

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for covering a large area in shallow water, a 15 degree beam for penetration into deep water. And unlike dual frequency units, with CTD target discrimination remains consistent when the beam angle changes, eliminating confusion for the fisherman.

Output power has also been boosted to 200 watts (RMS) for better fish detection and greater depth capability.

Unit comes standard with 120 kHz dual beam transom mount triducer. It is optionally available with a 120 kHz dual beam bronze thru-hull triducer and 50 kHz single transom mount or bronze thru-hull triducer.

For more information on this and other fine Koden products, contact Koden International Inc., 77 Accord Park Drive, Norwell, MA 02061.

EAGLE INTRODUCES FIRST 3-D SONAR

Sport fishing sonar has entered a new era with the introduction of the first three-dimensional unit by Eagle Electronics, Inc., of Catoosa, OK.

Called the 3D-100, the revolutionary instrument boasts a liquid crystal display screen and a scanning type transducer that provides three dimensional elements of depth, distance and direction.

"With a total effective cone angle of 60 degrees, anglers using the 3D-100 will scan an area three times as wide as was previously possible," stated John Floro, Eagle's national sales manager. "It's advantage will be especially appreciated in shallow water operation."

"Every angler who uses the 3D-100 is going to find it a completely new and different experience," Floro added. "It will pinpoint fish location right, left or in the middle, even in 10 feet of water.

"The wider range means fishermen can see more of the underwater world at a glance regardless of depth and can find fish faster, too,' he added.

It also features an advanced Fish I.D. system that analyzes suspended objects. Those identified as fish appear on the screen as flashing pixels to clearly distinguish them from structure and the bottom. A fish alarm audibly alerts you to the presence of fish, even when you're not looking.

Eagle's patented Grayline feature separates the true bottom from objects such as stumps, brush, weeds and rocks.

With 500 watts of power, the 3D-100 scans depths to 600 feet and offers continuous digital bottom readout, seven zoom ranges and an advanced alarm system. Its rugged case is completley waterproof and filled with dry nitrogen to prevent fogging.

The high contrast screen, with 82 pixels vertically and keyboard are backlighted for night use.

Never before has one sonar unit offered so many features! For more information on the American-made 3D-100 contact the Public Relations Department, Eagle Electronics, P.O. Box 669, Catoosa, OK 74015.

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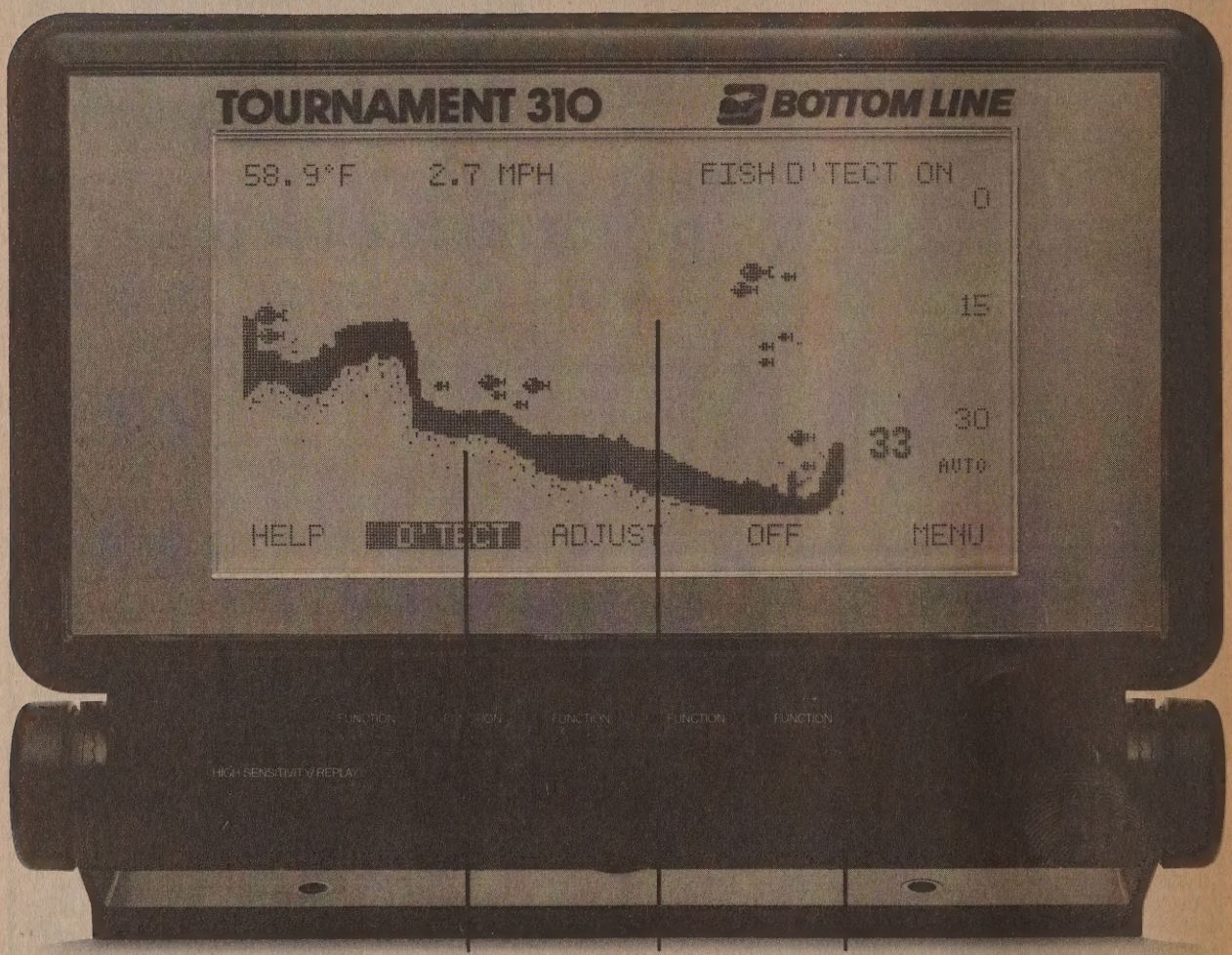

The Tournament 310 and TBL 210 are also available as portable models. For deep water fishermen, there is the 310D.

State-of-the-art 30,720 pixel liquid crystal display.

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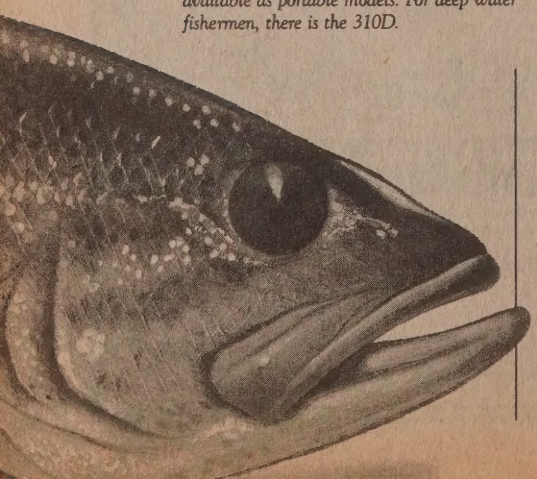
Over 30 simple-to-use functions.



A new force is taking over the world of fish finders. Bottom Line™ is setting a pace that others can only hope to follow...someday. And the reason is simple—we've developed a whole new generation of fish finder technology that has surpassed the old standards of performance.

Fish D'Tect™ Eliminates Guesswork. Bottom Line's brand-new Tournament 310 and TBL 210 are loaded with the latest advances in fish finding technology. For starters, there's Fish D'Tect.™ With just the touch of a finger, this *exclusive* fish identifying feature clearly marks each fish on the screen with a special computer-generated fish symbol. So you don't have to guess which marks are fish and which aren't.

What's more, Fish D'Tect™ shows you *three* different-sized fish symbols, and the bigger the symbol, the bigger the fish. So you can tell the bait from the big boys. And bring the trophies home.

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Sleek, compact design is only 1" thick so it fits virtually anywhere. Rugged, waterproof construction guards against moisture damage. Equally at home in fresh or salt water.

Advanced, positive-locking mounting bracket permits adjustments in screen angle. Overall 310 dimensions: Height: 7⅞" Width: 10¼" Depth: 1"

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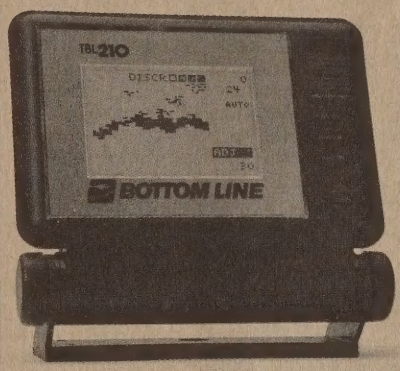

The compact TBL 210 is ideal for any boat with limited space for electronics. Its high performance and sleek good looks make it a perfect addition to any sportfisher or bass rig. Overall dimensions: Height 7" Width: 7⅝" Depth: 1"

The top-of-the-line Tournament 310 also offers a number of extra features that make it even easier to catch fish. The *adjustable* split screen zoom provides extra convenience and flexibility when you're looking for that trophy fish. Also, with just a touch of a finger, our unique navigation/information display feature gives you a complete listing of all vital information. All at once, you can monitor boat speed, distance traveled, water depth, bottom contour, temperature trends of the surface water over the past 10 minutes—you even have a countdown timer! And even though the Tournament 310 is simple to use, if you ever need help you can refer to the built-in owner's manual.

Exclusive Software Update Program. Of course, there's much, much more. So much, in fact, we could make a list as long as your arm and still not tell you everything. Here's perhaps the best feature yet: *Your Tournament 310 and TBL 210 won't become obsolete in a year.* Because our fish finders are so advanced, we can reprogram the computer software in each unit. So when next season rolls around, you can upgrade it and take advantage of all our latest features and developments in technology. All for a nominal fee that's just a drop in the bucket compared to the price of a new fish finder.

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Product Review

Tom Schlichter

Secrets of the Party Boat Captains, by Captain Neil Delanoy. Bay Shore Fishing Corp., 90 Cedar Point Drive, West Islip, NY 11795; (516) 661-1867. Price: $59.95 (NYS residents add $3 sales tax) Running Time: 2 hours.

This is a potpourri for the private boat skipper, offering insider tips from a professional party boat captain on a wide variety of topics including: navigating in poor visibility; using Loran, chart recorders and shore ranges to find wrecks or specific bottom pieces; anchoring; and understanding the difference between tides and currents. Hosted by Capt. Neil Delanoy of the Bay Shore open boat "Laura Lee," this video is particularly strong in electronic basics but it is the less obvious insights and segments that the average boat fisherman will find most valuable. Have you ever lost an anchor to the bottom? It may not have been necesary to cut the line had you seen the segment in this video on recovering stuck anchors. Have you ever fished directly above a wreck on a tide known to produce blackfish and gone skunked? Had you viewed Delanoy's dissertation on the ways that tidal currents often "wash out" one side of a wreck, you might have been able to salvage the day with a short move. When is the best time to fish for fluke inside the south shore bays? Delanoy explains his own theories, which have have some validity since he's satisfied over 100,000 customers in the last 15 years. An added bonus to this video is almost 30 minutes of candid one-on-one, how-to information from the "Laura Lee's" mates covering knots, filleting, tackle maintenance and baiting up for fluke, flounder and tog.

Featuring the captain and his crew, rather than professional actors or TV personalities, **Secrets of the Party Boat Captains** is not the smoothest fishing video I've ever seen. It is, however, an excellent resource for the private boater, thought provoking, and well worth viewing by anyone who plans to captain their own boat.

Creative Rod Crafting, with Dale Clemens. Scientific Angler/3M Leisure Time Products, 3M Center, St. Paul, MN 55144; Price: $79.95. Running Time: 1 hr. 50 min. (Also available through the Salt Water Sportsman's Video Library.)

In this video, Dale Clemens, noted author and rod builder, gets down to the nitty-gritty of building custom rods that will really stand out in a crowd. For Clemens, a well crafted fishing pole is a functional work of art that brings joy to the senses in addition to performing the primary task for which it was constructed. In this well planned instructional, Clemens patiently demonstrates advanced ornamental rod wrapping techniques while offering pertinent advice on selecting materials that will serve best for both beauty and function. **Creative Rod Crafting** examines the intricacies of designing hand inlays using burnt cork, trim rings and colored plugs. It also covers in detail the design, layout and construction of decorative throat wraps. While Clemens makes custom rod building look easy, take it from a frustrated rod builder that this is not a video for the beginner. If, on the other hand, you've already mastered the basics, this tutorial will surely help you design and construct a rod that will raise a few eyebrows and quite possibly, feelings of envy, amongst your fishing buddies.

Understanding Bass—The Key to Success, with Doug Hannon. Presented by Scientific Anglers/3M Leisure Time Products, 3M Center, St. Paul MN 55144. Price: N/A. Running Time: 1 hr.

Simply one of the best filmed fishing videos I've yet to view, **Understanding Bass** considers the largemouth as a part of its own ecosystem. Host Doug Hannon, who has personally landed over 400 largemouth bass exceeding 10 lbs., guides the viewer through this examination of the bass and its underwater world. His claim that a thorough understanding of how and why bass react to certain stimuli will improve one's fishing scores is right on target. Big bass, Hannon tells us, live so long and grow as large because they follow the rules—not because they break them. Hannon then goes on to spell out the rules that all bass must live by, comparing America's most pursued game fish to many of nature's other successful predators including pike, owls, tigers and more. This video is broken into three segments: 1) physical characteristics of bass; 2) basic needs of the species, and 3) the learning ability of bass. While these segments may appear to the seasoned bass angler as basic, I assure you that Hannon provides insight that even the most experienced bassmaster will appreciate.

Especially pleasing is Hannon's examination of a bass' learning capability, its ability to see and discern colors and an explanation of that area known as "the edge," were most bass forage.

This is a "must see" video for the beginning and intermediate basser and a solid resource for the expert, too.

Special thanks to J&J Bait and Tackle, Patchogue and the Salt Water Sportsman Magazine, Boston, MA.

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Of course, like all Humminbird LCRs, the LCR 4004D provides sharp, clear readings at all times, especially in bright sunlight. It's not only waterproof — it's **saltwater-proof**, with gold-plated connectors and completely sealed electronics. Since there are no moving parts, there's nothing to jam or foul up, no matter what the conditions. It takes all the punishment you and the elements can dish out, from the sweltering heat of the Gulf to the frigid winters of northern seas.

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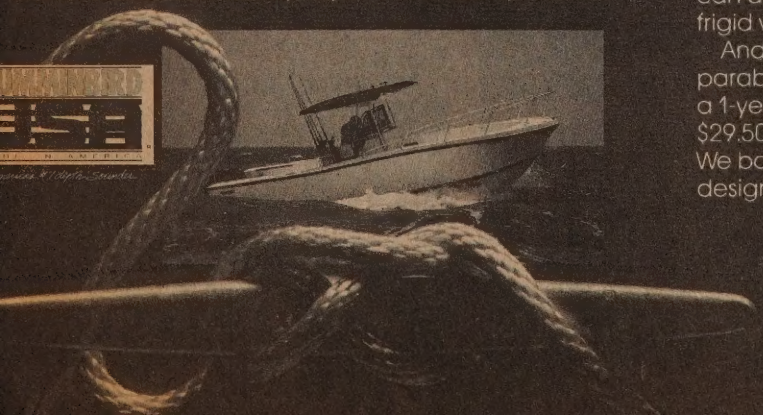

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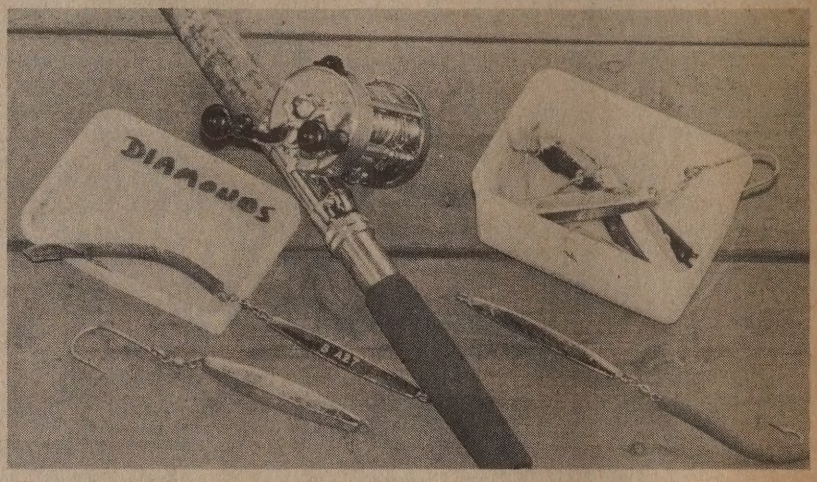

Dear Doc,

I've been trolling two wire lines off the transom plus two dacron lines from the outriggers, all of which are out 200 feet. I feel that I am taking wide enough turns but still the lines frequently tangle. I'm trolling spoons on the dacron lines and umbrella rigs on the wire. Is there anything to do to prevent these frequent tangles? Thank you, *Jack Casey.*

Dear Jack,

You say you "feel' like you are taking wide enough turns which leads me to suspect that maybe you are really not taking the time to take a long gradual turn. It's almost an impossibility to tangle lines except on turns, so chances are that this is where you are getting into trouble.

You don't say which lines are tangling, but my guess would be that it is the two dacron lines. The reason for this is that the wire lines should be too deep for the dacron to touch even if they are crossing.

Another outside possibility is maybe the wire line may be getting caught with the dacron as you begin the turn. This could happen as the line on the outrigger which is on the inside side of the turn will go deeper while the wire and dacron line on the outrigger which is on the outside will come up.

To correct this problem, move the outrigger lines way out 250 to 300 feet while leaving the wire line at the 200 foot distance. A better solution would be to take the outrigger lines out altogether and just place another wire rod outfit in the center of the transom with a 4 to 8 ounce drail. Remember that for every 50 feet of wire line out you'll get about 5 feet of depth. Therefore, if the fish were 25 feet down you'd troll with 250 feet of line out. When using a drail you get 5 feet down with 4 ounces and five more feet with each 50 feet of line out. So an 8 ounce drail with 125 to 150 feet of line out will get you to the 25 foot depth.

A final thing to remember is that you are attempting to accomplish too many different things at the same time. Look at your graph recorder to see what depth the fish are holding at. It makes no sense to troll lines on the top when the fish are on the bottom or vice versa. During the later part of the season you'll most likely find the bluefish down on the bottom or up 25 feet or so. Troll for the fish where you see them on your graph recorder and I'm sure you'll get into more action more consistently.

Dear Doc,

I've read in various magazines including The Fisherman the mention of Ava jigs such as the Ava 27 and 47. Isn't is true, though, that the Ava jig company no longer exits? If this is so, then why do a lot of writers and fishermen refer to their jigs as Ava? *Donald Pierce.*

Dear Don,

You're absolutely right! The Ava jig company is no longer in existence and has not been for at least the last two years. These jigs were manufactured in Long Island and since they were so well made became somewhat of a "generic" name whenever fishermen or writers discussed jigs. It's a bit of a shame that a company with such a good reputation is out of business. They were one of the most popular jigs among fishermen. Most people know what size an Ava 27 or 47

is, so even if the actual jig used was not an Ava, this defunct company would get the credit anyway.

There are many "Mom and Pop" manufacturers of jigs and I'm sure most of them make a quality product. It may, however, be difficult to find a certain company's jigs at most tackle shops if you are not in a particular area.

One of the largest diamond jig manufacturers that I know of is the Bead Chain Tackle Company of Bridgeport, Ct. This company makes fine quality Bridgeport Diamond Jigs in various sizes from 1 to 16 ounces! This company has been in the tackle business for over 50 years and I have used their jigs with excellent results for bluefish and pollock.

For bluefish I like to use the Bead Chain Tackle snagless diamond jig which has only one hook. This makes it easier to get the hook out of the bluefish's nasty mouth. These jigs come in sizes from 1 to 8 ounces and use Mustad quality O'Shaughnessy style hooks.

Bead Chain Tackle Company products are available in most tackle shops. One thing that really sets their jigs apart from others I've seen is the smooth finish. Each jig is hand buffed before final plating to provide a better finish. It pays off with higher quality jigs and more fish!

Dear Doc,

Several weeks ago I was fishing in a freshwater lake for largemouth bass and was catching one to two pounders while using plastic worms. The fish were highly aggressive and slammed my baits almost as quickly as they hit the water. Just a few days ago, I returned to some of those same places and the fish seemed to have vanished. The lake water temperature dropped a few degrees, but it still was holding at about 50 degrees on the surface. Could you explain why and where these fish went? *Steve Shifflett.*

Dear Steve,

Most of the lakes in the northeast are now in the process of turning over which causes most species to migrate to areas where the temperature is more to their liking. In the case of largemouths, they prefer slightly warmer temperatures than 50 degrees, therefore, you'll likely find them running the edges of dropoffs and/or in the deep pockets at the mouths of creeks where the water temperature is slightly higher. Because the temperatures will continue to decline the fish will be somewhat lethargic and feed less frequently. When this occurs, you'll have to resort to slowly working your baits and lures close to the bottom imparting little or no action. The strikes will be extremely delicate and often go undetected at the end of the rod, so at first sign of any resistance, set the hook! You could hook up with some real monsters using this technique. Good luck!

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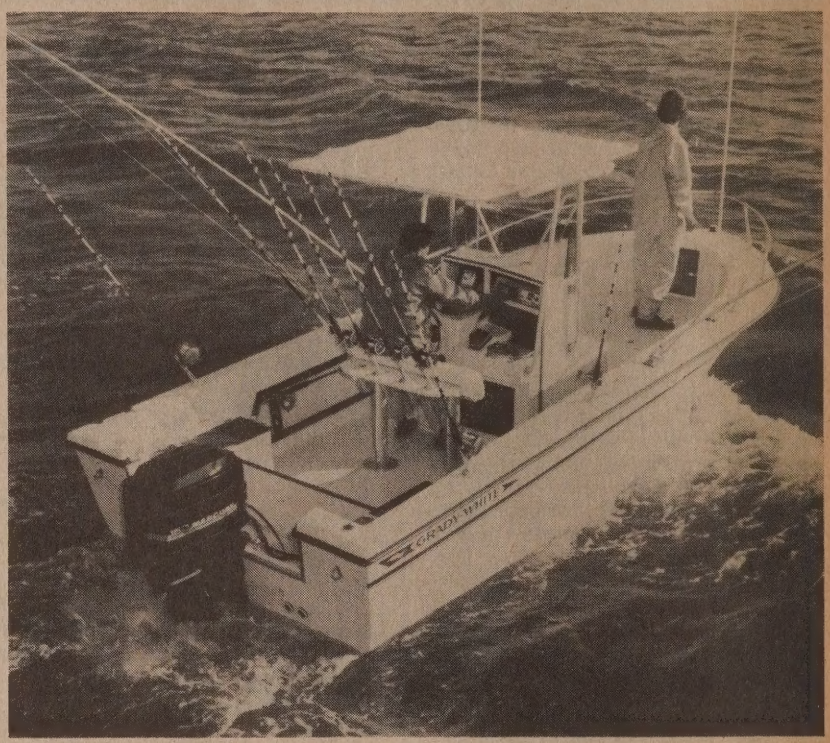
Dock Lines

by Eric Burnley



There have been several inquiries to Dock Lines about extension handles for small outboard motors. The problem seems to be with the new models that have the kill switch located at the end of the handle. The old style tiller arms required replacement of the original equipment handle and no provision was made in the new handle for the kill switch.

A solution to this situation could be the Troll-Master extension handle. This apparatus has a split fingered type of end that slips over the original equipment handle on your motor and is tightened down using a stainless steel hose clamp. This still allows you to use the kill switch because there is room to reach it between the fingers of the attaching mechanism.

I spoke with Bill Griffin at Troll-Master and he assures me the unit will hold up in saltwater. The extension handle has a U-joint that allows you to steer from a sitting or standing position.

If you are interested in this product contact Troll-Master, P.O. Box 1707, Sandpoint, Idaho 83864 or phone (208) 263-4973.

Dear Eric,

I have a 1979 Aquasport 17 foot center console powered by a 1979 85 hp Evinrude. I am planning to replace the engine over this winter. In speaking to dealers, one told me that the method of rating horsepower has changed since I bought my last engine and that my old 85 hp would be rated at about 75 hp by today's standards.

First, I would like to verify that this is true. Secondly, I would like to know if horsepower rating is standard throughout the boating industry from manufacturer to manufacturer?

Cal Wieck.

Dear Cal,

I spoke with some people in the outboard motor industry and their feeling is you can get by with a new 75 hp motor to replace your old 85 Evinrude. There are several reasons for this, but the primary reason is the way horsepower was measured in 1979 and the way it is measured in 1988.

Many manufacturers measured their engines at the crankshaft, while others used the propshaft as the point of measurement. There is usually a 3 to 4 percent difference between the two points and this difference can sometimes reach 10 percent. This means a 100 hp engine rated at the crankshaft could read as low as 90 hp at the prop.

Another reason why today's 75 hp

could be equal to a 10-year-old 85 hp engine is the lighter materials used to manufacture the motor. The newer engines are also more efficient and can produce 75 hp using only three cylinders instead of four. Improvements in the trim and tilt mechanism have also helped by allowing the power of the motor to be more efficiently used to give greater speed with less fuel consumption at each RPM.

As far as I can find out all the major engine manufacturers now rate their engines at the propshaft. When you shop for your new motor you should be able to compare apples with apples as far as horsepower ratings are concerned.

Dear Eric,

I have a 1982 Steplift Wellcraft with a 1984 140 hp Chrysler outboard engine. While going out the inlet at Ocean City, New Jersey running at 3000 RPMs, I hit a sand bar. The engine kept running but sounded like a bucket of bolts. I immediately turned off the engine, raised the engine and except for a few nicks on the prop, everything looked okay. I tried to restart the engine, but to no avail.

Upon further investigation by my mechanic, the rod cap on number 1 cylinder was found broken. Being insured, I contacted my insurance company and their claims agent refused my claim, stating that the slip clutch was in working order and the damage was caused by mechanical failure. My question is: although the slip clutch was in working order isn't it possible that the damage to the rod cap was caused by the sudden stoppage of the engine hitting the sand bar? Any help you could give me would be greatly appreciated. *Rudy Fulginiti.*

Dear Rudy,

I have never been a mechanic but I was an insurance agent in a previous life and I know how a claims agent looks at a claim. They want to see a definite relationship between cause and effect. The fact that the slip clutch was working and this mechanism is supposed to prevent the type of damage you encountered, gives the claims agent a valid reason to decline your claim.

It is possible that the damage to the rod cap could have been caused by the prop hitting the sand bar but there is proably no way to prove this is what happened. When you consider the fact that thousands of boats hit thousands of sand bars each year and most of these motors are undamaged by the encounter, you begin to realize that the probability of breaking a rod cap by hitting a sand bar is quite low.

One possible approach could be a written statement from your mechanic relating the rod cap failure to the accident. If he can prove this relationship to the satisfaction of the insurance company, you may have your claim honored.

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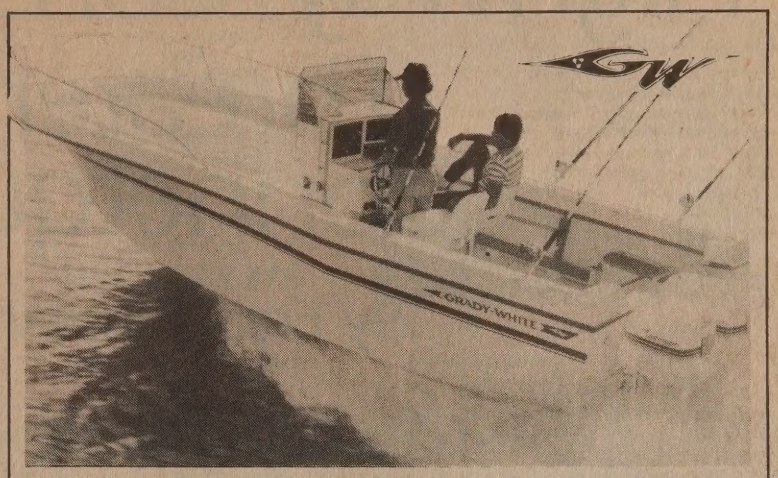

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Highway Construction Threatens Connetquot

By Fred Golofaro

The long awaited Sunrise Highway (Route 27) construction project is now well under way and promises to alleviate much of the congestion along this badly overburdened stretch of roadway. However, along with the good news comes a bitter pill that most fishermen and conservationists will find difficult to swallow.

The infamous "Oakdale Merge" or Oakdale Interchange as DOT officials prefer to call it, is slated for major reconstruction as part of the Sunrise Highway project. As anyone familiar with the area already knows, this short piece of highway crosses over the Connetquot River between Connetquot River State Park Preserve to the north and Bubbles Falls to the south. The east end of the merge borders the Park to the north and Rattlesnake Creek to the south.

New York State's Department of Transportation (DOT) has drafted four possible alternatives to the Oakdale Interchange. Three of the four will have an impact on either the Park or the public water below in addition to adjacent wetlands.

According to Frank Panek, regional supervisor of Natural Resources for

New York's Department of Environmental Conservation, his office has reviewed the four alternatives and recommended only Alternative A as being acceptable. Alternative A is the only plan which will not impact on either parkland or public land. Alternative B will not affect Connetquot State Park but will have some impact on Rattlesnake Creek.

The Connetquot River currently hosts some of the finest trouting in the East, including an extremely healthy population of sea run trout. The state's sea run trout program has been deemed a major success by fisheries experts and the largest taken from the River to date was a monster brown that weighed in at 15¼ pounds. It was caught last March by a visiting New Jersey angler.

The public water on the south side of Sunrise Highway, known as Bubbles Falls and Rattlesnake Creek, are without a doubt the two most popular trout holes on Long Island. From January to December and through all hours of the day or night, you will find someone probing these stretches of the Connetquot. Bubbles Falls has been the subject of more than one article published by the "Big Three" (Outdoor Life, Sports Afield and Field & Stream) over the years.

The media attention has drawn trouters from far and wide, but the real value of Bubbles and Rattles remains its popularity with youngsters from neighboring towns like Oakdale, Sayville, East Islip, Islip Terrace, Islip and Bay Shore. Both locations have been serving as a healthy diversion for bike riding and rod toting kids for as long as I can remember. I and most of my friends were a part of this "culture" in the sixties so I know full well the value of these precious little fishing holes to today's youth.

Every effort should be made to maintain the quality of fishing currently available in the Connetquot. Access must be retained and in fact could probably be improved while construction is under way. Sunrise Highway construction has been on and off the drawing boards as far back as the sixties. Former DEC Director, Al Keller stipulated in his recommendations back then that fishing access in this area "must be maintained or improved."

Everyone will have an opportunity to hear details of the four proposed plans at a public hearing scheduled for Wednesday, December 9th at 8PM at the Oakdale/Bohemia Jr. High School. The school is located on Oakdale Bohemia Road in Oakdale. It is south of Sunrise Highway and north of Montauk Highway and located on the west side of the road. You'll also have the opportunity to voice your concerns to DOT officials.

Trading off our dwindling precious resources as a means to ease traffic congestion is a price we should not be willing to pay. This may very well be your only chance to be heard—don't let it slip by.

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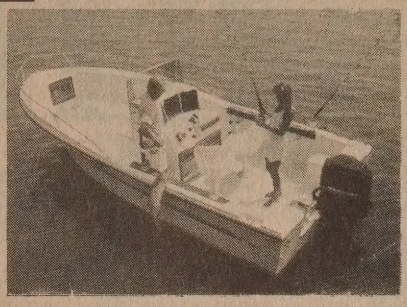

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1987 IMTEC Show

By Eric Burnley

Each year the boating industry puts on a massive trade show at the McCormick Place in Chicago. Known as the International Marine Trades Exhibit and Convention, this extravaganza draws representatives from every facet of the boating world and gives those of us who write about boats a chance to get in on the latest innovations or newest models that will be introduced in the coming year.

I attended the show for the first time last September and I must admit I was very impressed with the depth of the show. Most of the boat shows presented to the public only display consumer goods. This show went beyond those items sold to the general public and presented many of the goods manufactured by the industries that support the marine trades. The people who make the seats for your boat, or do the electrical wiring harness, or the fish boxes or rod holders or trailer wheel bearings or any of the other parts that are needed to build a boat from through hull fittings to the controls on your tuna tower.

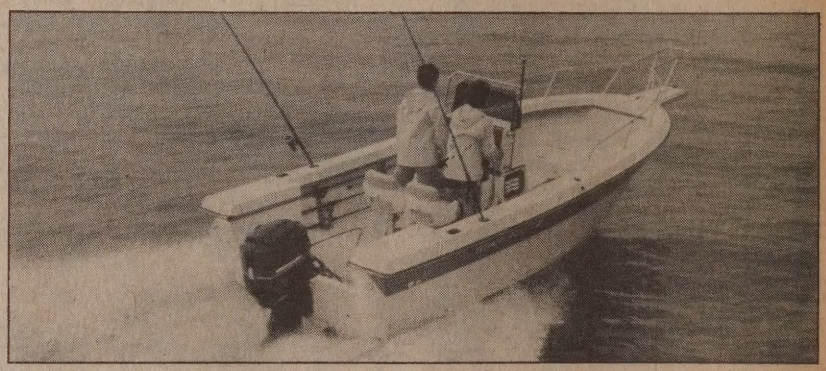
While I was fascinated by all the products produced by the support industries, it is the new products available to the public that creates most of the excitement. The latest boat design, the newest innovation in electronics and the bigger and better motors that will be on the market for next season are all on display at the IMTEC Show.

Those of us who are trying to gather information about these products find the IMTEC Show particularly helpful. The people in the booths are usually straight from the factory and can give you a firsthand account of how the product was developed, what it is suposed to do and how it operates.

Since this is a boat show, let's start off by looking at some of the new boats that will be on the market in 1988.

Starcraft has been building quality fishing boats out of aluminum for a very long time. Their 18 and 21 foot Mariner models are as popular with inshore fishermen as any boat you can name. This year Starcraft has introduced three fiberglass center console boats designed with the blue water angler in mind.

The largest of these boats is a 23 footer that can handle 300 horsepower to get you out and back in a hurry. The console has plenty of storage for your electronics and a built-in tackle box on the side. There is also, as standard equipment, a saltwater washdown pump, live bait wells, anchor locker, built-in cooler and loads of dry storage. The 18 foot model has an 8 foot beam, while the 21 and 23 foot models have a beam of 8½ feet. This wide beam will give the boat good stability at rest or when trolling. Starcraft still makes a complete line of aluminum fishing boats and these new fiberglass models are sure to bring new customers to the dealer's showroom.



Grumman Boats has introduced a new 23 foot model designed for big water fishing. I climbed all over this boat at the show and the only word to describe it is massive. This is one of the best constructed aluminum boats I have ever been on and it should hold up well to the rigors of ocean or big lake fishing.

The boat has ample room for three or four anglers in the cockpit, plus a full size cabin that can be equipped with a Porta Potti. The beam is almost 8½ feet wide and the hull is a deep vee for a smooth ride on rough days. You can order a radar arch with rod holders, a hard top and full canvas to keep you comfortable in sloppy weather.

Boats don't travel too far without motors and there were plenty of these on display in Chicago.

MerCruiser unveiled two new stern drive models called Bravo One. The biggest of the two puts out 365 horsepower and is designed for sport boats, but the 330 horsepower version is available on fishing boats. This engine is not only powerful but has several innovations that I would love to see on all stern drive motors. First of all, the water pump is located at the front of the engine so you don't have to take the lower unit apart to replace this unit. Another feature is the shifting mechanism which provides for a smooth and efficient transfer of power without the need of a hydraulic transmission. This shifting mechanism also allows the motors to be installed in a dual system with counter rotating props simply by reversing the shift cables on one of the motors.

Diesel power is becoming more popular in sport fishing boats and the folks at Volvo-Penta have produced two new engines that will fit the needs of the mid-size boaters. These are four and six cylinder diesel engines with freshwater cooling, direct injection, improved alternator and they are all turbocharged. Available in either inboard or I/O installations, these motors will give long life and maximum economy. When ordered with the 290A outdrive you can also have the Volvo-Penta Duoprop which will increase your fuel efficiency, handling, acceleration and thrust.

The Yamaha Jet Drives introduced in 1987 are still available and I think they would be fantastic on boats used to fish in the shallow bays behind our barrier islands. These motors will run where water used to be and they will carry a shallow draft boat over mud flats and sand bars with ease.

This year Yamaha introduced a

new 3 horsepower model that has many features found in bigger power plants. These include CD ignition, forward and neutral shifting with 360 degree steering, shallow water drive and an integral fuel tank with built-in reverse.

Evinrude will offer counter rotation models in their line of V4, V6 and V8 motors. When installed with a standard rotation motor and power steering you have a boat that goes where you point it and responds with torque free steering.

As you might expect, the electronics companies had plenty of new ideas to show. Technology is moving ahead so fast in this industry that ideas on a drawing board today will be in your boat tomorrow.

The people at Impulse Technology have combined an LCD Fish Finder and a Loran into one unit. The Impulse 2830 displays all the fish finding features of the 2800 Plus and with the touch of a button displays the information from a 3000 Loran C. Features include not only water depth and fish finding capabilities but also a fish alarm, digital speed with a log, digital temperature and a graph plotting temperature over time. The Loran C display includes a plot that tracks your course from one waypoint to another.

Humminbird introduced a color video fish finder that is compact enough to fit in the smallest boat. Color video is the most accurate type of fish finding device and with this new unit from Humminbird everyone can now utilize its benefits.

The idea of a compact unit has been carried into radar units by Apelco. Their LDR 9900 LCD Radar will work on small boats, but has an 8 mile range and many other features. Apelco also has the DXL 6600 Loran-See Track Plotter that keeps a constant screen update of your position along shoreline or channels.

Lowrance has been in the fish finder buisness for many years and they are responsible for numerous features now considered standard in the industry. This year they have introduced a line of LCG (liquid crystal graph) machines, the X30, X40 and X50. These units have such features as Clearvision display screens that can be easily read even with polarized sunglasses. There is a grayline feature, fish and zone alarms, temperature gauge and a battery backup memory.

This is only a partial list of products that will be available to the boating fisherman in 1988. You will read about many of them in detail during the next year in our Product Reviews and in our rundown of boats and motors during the winter.

The IMTEC Show allows me to give you a sneak preview and perhaps a better idea of what to look for during the upcoming winter boat shows. The people in the boating industry want to give the public the best product at the lowest cost possible and from what I saw at this show, they have certainly succeeded.

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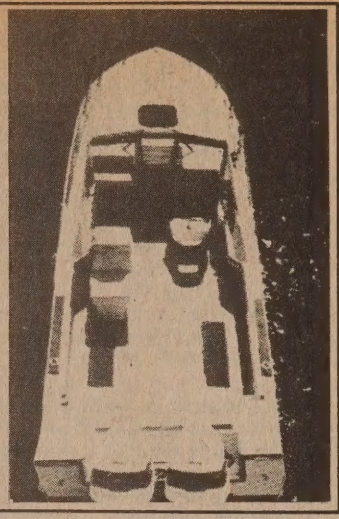

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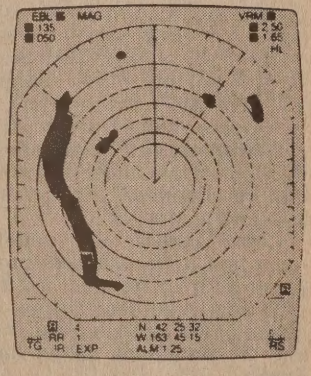

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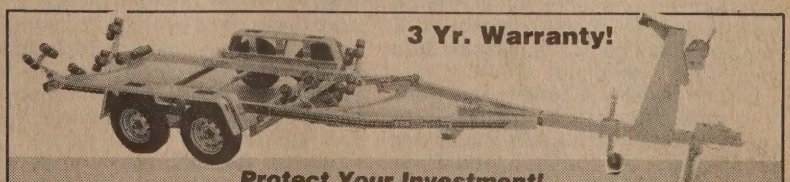

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Terminolo

Depthfinders and fishing have become synonymous in the last 10 years as the size and price of these helpful tools have brought them into the budget of every angler who can afford a boat. The newest portable depthfinders broaden the appeal to include car-toppers and even ice fishermen.

As the electronics industry continues to revolutionize fishing with these amazing units, it is also creating a new vocabulary of terms and abbreviations for the fisherman to learn. This list of some of the more frequently used terms will help you make sense out of what is fast becoming common terminology.

Anchor Watch: A feature found on some units that will sound an alarm if your boat drags anchor. It is triggered when the boat begins drifting into deeper or shallower water than the anchor depth setting.

Back-Lighted: This feature is found on LCD type units and refers to any keypad or display that is lit from the rear. The newest generation LCD's have back lighting built into the screen unit offering excellent clarity in daylight or at night.

Bottom Lock (Bottom Track): A feature that automatically adjusts the unit's zoom to present a close-up view of the bottom only. This feature will smooth out the bottom in appearance and is useful in locating fish or structure located close to or on the bottom.

Cavitation: With reference to sonar, bubbles of air under the transducer that can interfere with signal generation and reception.

Chart Speed: On paper graph recorders, it refers to the speed of the paper as it moves past the stylus. In LCD and video depthfinders, it is the speed of the image across the screen and is sometimes called the 'Scroll Speed."

Colorscope: A slang term that refers to a video depthfinder that utilizes a color CRT for its display.

Cone Angle: A term referring to the cone-shaped pattern of sonic transmission emitted from the depthfinder transducer. It is these sonic waves that bounce off the bottom or any structure or fish between the transducer and the bottom, that the unit interprets into the images on the screen or paper.

Cone angle is measured in degrees which equates into the area that the transmissions will strike below the boat. For example, in 50 feet of water, a 20 degree transducer will survey an area 18 feet in diameter while an 8 degree transducer will survey an area only 7 feet in diameter.

Discrimination: A sonar unit's ability to differentiate false signals from true or usable information. Sonar can be affected by outside "noise" or interference. Better units have a greater degree of discrimination allowing it to filter out the unwanted signals.

CRT: Abbreviation for Cathode Ray Tube. Same as a television picture tube, but used as the readout screen for a depthfinder. Units with single tones of gray or amber are less expensive and multi-color screened units comprise the more expensive.

1

2

#1. Computrol's TBL Tournament 310

#2. The Eagle 3D-100

#3. The Humminbird WPS 60

#4. The Si-Tex HE-708

#5. The Lowrance X-16

#6. The Impulse QT Series

Definition: A unit's ability to show detailed images and distinguish between tightly-grouped objects on its paper, LCD or video screen readouts. Also called Target Separation or Vertical Resolution.

Depth Range or Scale: The vertical area of water defined by the upper and lower limits of the sonar unit. Some units have several preset depth ranges (0' to 20'; 0' to 50';0' o 100', etc.), while some have infinitely adjustable ranges which are keyed in by the operator,

Digital Depthfinder: A sonar unit that provides bottom depth only on a numeric or digital display.

Fish Alarm: A popular feature on most LCD type units, it is an audible tone triggered by a fish entering a preselected depth zone.

Fish Arches: The arch or inverted V shaped readings that are generated by fish. These are most noticeable on high quality paper graphs, but can also be detected on LCD and video units, and are caused by the sonar's sound waves striking the fish at varying distances as it passes under the transducer.

Fish ID or Fish D'Tect Feature: On many LCD units, a fish identification feature is offered which will identify fish by changing or creating a different color or image when fish are encountered. Example: Humminbird's 4ID unit shows fish in red dots. The Bottom Line TBL series changes fish readings into fish images of varying sizes to match the strength of the return signal. Eagle Electronics Fish I.D. feature makes fish readings blink on and off for positive identifcation.

Flasher: The original sonar unit made available to sport fishermen. These units read out surface, depth, structure and fish readings on a circular face in bands of light created by

y 101 By Gary Caputi

a strobe that is mounted on a revolving card.

Frequency: Measured in kHz (kilohertz), it is the rate at which a unit's transducer emits sound waves. Most popular operating frequencies are 50 kHz, which are best suited to deep water readings and 200 kHz, which provides the best shallow water readings. A few units offer variable frequency operation for more versatility.

Kilohertz (kHz): Abbreviation for one thousand cyles or sound waves emitted per second.

LCD: Refers to a liquid crystal display screen similar to those used in everything from watches to computers.

LCG: Abbreviation for Liquid Crystal Graph.

LCR: Abbreviation for Liquid Crystal Recorder.

Microprocessor: The minicomputer that is used in sonar units.

Monochrome: Refers to non-color video units that display screen images in tones of gray or amber.

Noise: Refers to interference caused by electrical sources like other electronic units on board, mechanical sources like engine vibrations or cavitation.

Pixel: Refers to the dots on an LCD type depthfinder. These dots make up the picture on the screen. They are measured in pixels per square inch, with better units having larger numbers of smaller pixels to provide better picture definition. For practical application, the number of pixels on the screen vertically are of most importance for picture definiton, while the horizontal screen width will only provide a longer look at what you have already passed over, not better definition.

Positional Sonar: Refers to sonar units with scanning transducers. These units not only provide readings directly under the boat, but can read to the right, center or left of the boat providing more information and greater area of bottom coverage.

Sensitivity: The amount a sonar signal is amplified to create the image on the readout screen. This is also referred to as "Gain" on some units and can be manually adjusted to increase or decrease power amplification.

Side Scan Sonar: A sonar unit that transmits its signals horizontally rather than vertically allowing it to read in all directions around the boat. This type unit was only available to the commercial fisherman until recently, but new downsized units are appearing on the market for sport fishermen.

Split Screen: The capability to divide the viewing screen horizontally or vertically into two separate informational pictures. This is often used combined with the Zoom feature to allow the operator to see the total water column on one-half of the screen and the area being zoomed in on on the other half.

Structure: Underwater objects that are attached to the bottom forming contours. They include objects like ledges, dropoffs, trees, rock or wrecks.

Surface Clutter: A variety of conditions found near the water's surface that return weak signals displayed as lines or bands just below the surface reading. These can include plankton, algae and thermoclines.

Thermocline: Level of dramatic water temperature change found in lakes, bays and the ocean. On the most sensitive units, the thermocline can be seen as a clutter line at the depth at which it occurs.

Transducer: The active element of a sonar system mounted in contact with the water that converts the electrical energy from the transmitter into ultrasonic waves that travel through the water column. It then reads the returning waves and converts them back into electrical energy which the unit uses to create the images on the readout screen.

Triducer: A sonar transducer that combines a surface temperature sensor and a speed sensor that all read out on the sonar screen.

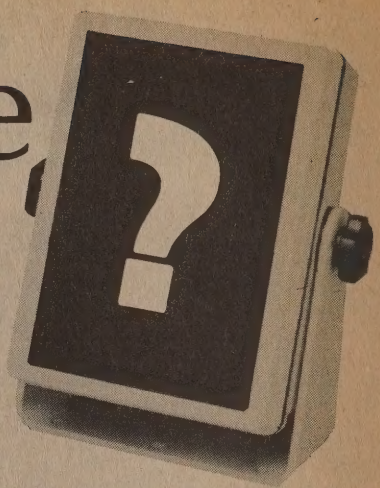
Video Depthfinder: Refers to any sonar unit that utilizes a CRT type screen for image readout. They can have color, gray or amber readouts.

Water Column: The vertical area of water from surface to bottom as represented by the sonar unit's screen.

Window: A vertical segment representing a portion of the depth range under the transducer. With variable range units, this is the ability to picture a selected portion of the water column only; for example, a depth range setting of 50 to 75 feet only, that omits anything shallower than 50 feet and anything deeper than 75 feet.

Zoom: A feature on many video, LCD and paper units that allows you to magnify a specific section of the water column.

Loran C... What Does the FUTURE Hold



Pete Barrett

For most fishermen who own boats Loran is a daily fact of life. It is used so often for everything from simple navigation to complicated wreck finding that most fishermen think of Loran as something taken for granted as if it had been here forever and would continue to be here virtually forever.

Surprisingly, Loran C is relatively new and may not be around much after the year 2000. The original Loran A system was a child of World War II and had obvious shortcomings, not the least was the huge size of the shipboard receivers requiring a work station on Navy vessels that was larger than most of the boats today's fishermen are operating!

Replaced by the newer, more accurate Loran C system, the older Loran A was phased out less than a decade ago. The latest Loran C became operational in 1977 on the West Coast, in 1979 on the East Coast and in the Great Lakes by 1980. The C system is, therefore, rather new and only became immensely popular with average boaters when the price of receivers plunged below the $1,000 mark.

Waiting in the wings to replace Loran C is the newer NAVSTAR Global Positioning System—GPS for short. It is inherently more accurate, but will no doubt be *very* expensive at first. It has been unfortunately delayed by the tragedy of the Challenger Space Shuttle explosion which grounded much of the satellite program.

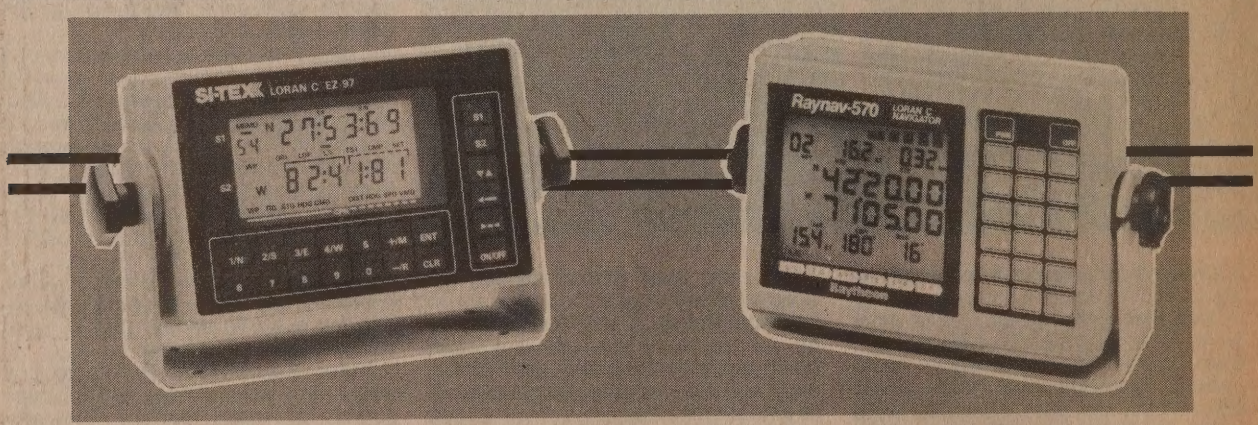
GPS is run by the Department of Defense and is specifically designed to be so accurate that missile guidance systems can be operated through it. GPS is based on a series of twelve satellites and the system is already available in some parts of the world, but only for a few hours a day. With few new satellites being sent into orbit, the original year of 2000 for replacement of Loran C has been shifted back by at least five years, perhaps ten years.

In the meantime, Loran C is expanding in use by foreign countries and by privae boats and aircraft, even land based vehicles. Countries such as France, Great Britain, Saudi Arabia, Egypt, Russia and China are building and using Loran C systems. When other countries presently considering Loran, such as Canada, Norway, Denmark and Japan are on line with transmitters, the coverage of Loran will be nearly worldwide.

This seems like foolish policy. If Loran C will be phased out, why keep building more stations? The delay of GPS is one reason. Why wait 10 to 15 years, perhaps even longer, to take advantage of the excellent navigation possibilities of Loran C. Even if phased out, Loran C can still provide valuable service up until the last day of operation—and there is nothing so easy, so reliable and so readily available at the present time.

Another reason is that a growing number of people believe Loran C may not be phased out at all, or the phase-out may be delayed even beyond the projected 15 years. The expansion of Loran's use by so many additional countries and by private individuals makes it more important every day that passes.

Not only boaters rely on Loran: private aircraft pilots have been using it for several years with great success and increased safety. Over 2,000 airports are now certified by the FAA for Loran C allowing more ac-



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curate approaches by private aircraft. Just like in boats, pilots also need to know Loran calculations like Time to Go, Distance To Go and Speed Made Good. To enhance this use by aircraft, there are several new transmitters being built to provide coverage in the heartland of America, the Midwest area, just so pilots can navigate with more safety in this area where there is no need for a better boating navigational system.

Aircraft Lorans have taken the technology a step closer to fail-safe operation with receivers that are beyond the capabilities of boat Lorans. The receivers are considerably more sensitive and are less likely to lose acquired signals in bad weather.

Trucking firms are eyeing Loran C and possibly even private automobiles may find uses for it. Trucks can pinpoint delivery warehouses of clients. Traveling tourists can pinpoint highway motels, exit ramps, restaurants, rest stops and service stations. Highway patrols can send aid to disabled cars by calling in exact Loran TDs to a tow truck or service truck.

The fact that the Department of Defense oversees GPS worries some individuals, even in the Defense Department. GPS will be so much more accurate than Loran C that GPS may scramble slightly for private use and to avoid belligerent nations from using it for warlike purposes.

GPS will lend some improvements to Loran C during the overlap of operation as it emits timing signals so accurate that Loran Master Stations can eliminate the slight timing errors in each chain. As a cost factor, it may save the government a lot of money if Loran and GPS are used or merged together since fewer satellites would be needed if present ground stations are kept in service. Where is the future of Loran C? Definitely it is linked to GPS, for better or worse. At present, no one admits that Loran C will go on forever and only the timetable has been shfited back a few years before the system will be replaced.

Several Loran manufacturers have dual units on the drawing boards where the same unit could be used with either Loran or GPS. They would be expensive at first, but like all technology, once the electronics get to play with the GPS system, the receivers will no doubt become more reasonable in price. They certainly can be made smaller and some designers have indicated that a GPS receiver could be made small enough to fit into a shirt pocket!

With a life of anywhere from ten additional years to perhaps twenty years, there is no need for anyone to abandon Loran C. After all, there is no other system readily available for the recreational boater. The present Loran system will provide us with one of the best aids to fishing we've ever known at least into the early part of the next century.

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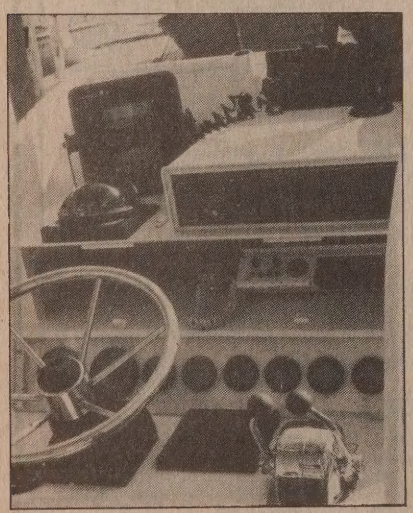
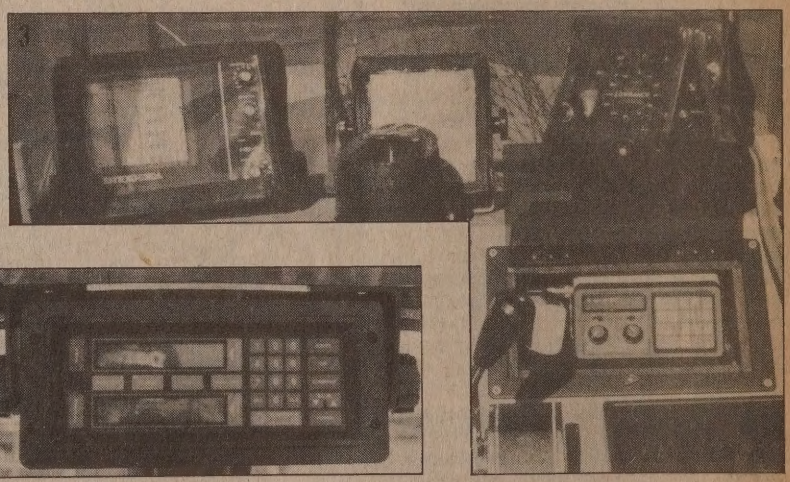
Thoughts on: Custom Installations

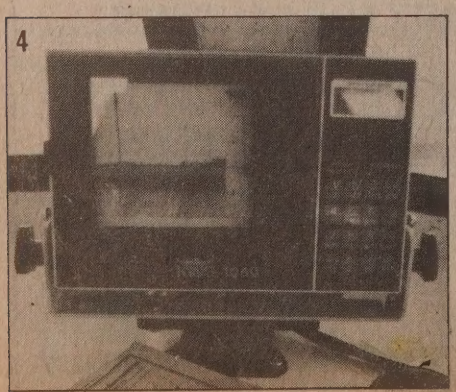
By Charlie Soares

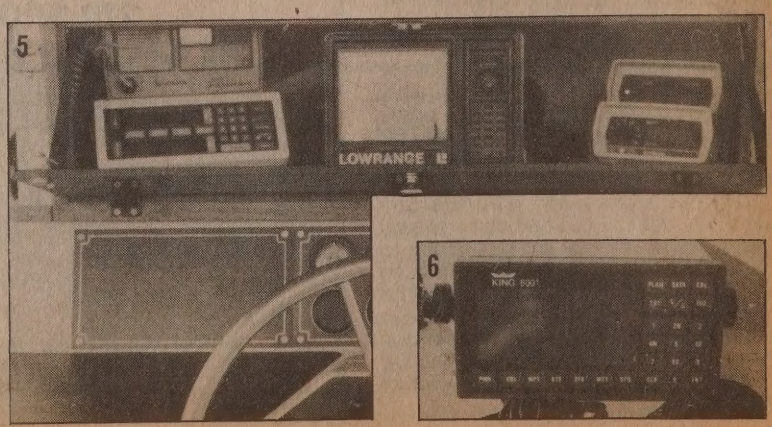
There are numerous factors which contribute to the selection of a skipper's electronics, not the least of which is economics. I certainly can't afford to purchase the most recent and expensive (they are not always the best models) introductions in this ever changing market, so each of us shops for the best piece of equipment we can afford which best suits our particular requirements. For example, if you had $2,000 to spend on these items the most expensive purchase might be (not necessarily true for all fishermen) determined by your particular fishing interests. The bottom fisherman might opt for the most definitive paper machine or a high grade commercial color recorder, while the offshore wreck fisherman might purchase the most expensive Loran C he could manage. Someone with a desire to locate wrecks might wish for a side scan sonar or similar device. The fisherman who frequents areas of dense fog would certainly be interested in a very good quality radar. Electronics, for the most part, are sensitive and delicate instruments not well suited for rough handling or transportation to and from the boat in the trunk of the car. Even mobile fishermen do not leave expensive equipment on their trailered boats unless the family Airedale lives under the console, as these items are a favorite among thieves and fences. Protection of your expensive equipment is not limited to taking it to the safety of your home. Protecting your gear while it is in service will extend its life and save you both time and money in the long run.

I have seen some pieces of equipment covered entirely with a plastic bag which is closely bound at the bottom. This is a way of looking for serious trouble as the condensation this can produce raises serious hell with the equipment. Make sure air is allowed to enter into the bottom of









any cover. I have been in electronics shops when irate customers brought in name brand items for repair and have berated it as junk. An inspection by the technician revealed the machine was completely salt corroded with salt spray and general exposure to the marine atmosphere. When you pay this much for good products, it only makes sense to protect your investment. If you are one of those individuals who buy the most expensive gear and abuse it until you trade up, you might want to skip the rest of this discussion unless time is important to you. No matter how reckless you may be with our relatively short fishing seasons, no one can afford to lose precious fishing time it takes to service and/or replace and rewire equipment. The accompanying photos provide a few thoughts on these ideas.

Photo One: This crammed console is furnished compliments of you and I. It is the dash of a 24 foot open Coast Guard patrol boat based on Cape Cod and used for inshore duties. This rig is wide open to the elements and is on call 24 hours a day. She goes out when no one else will and takes some tough licks. There is no protection for crew or gear, so it's anyone's guess as to just how often this gear is serviced or replaced.

Photo Two: This custom Bass Boat has a special overhead fitted into its teak windshield to mount and protect this Loran C from direct spray or rain. This boat is kept in a floating slip and all the portable electronics are removed after each trip.

Photo Three: When is enough too much? This small, well equipped console is loaded with equipment, so much so that it makes for some difficulty and confusion reading and viewing the functions and operating the controls.

Photo Four: In contrast to the congestion of Photo 3 and the exposure of Photo 1, the owners of enclosed pilot houses and helms enjoy the luxury of room for dash and overhead mounts for their equipment and a much drier environment. With a substantial locking door, some gear can be left aboard.

Photo Five: This well engineered console is very functional, providing room and protection and ease of access to all the electronics while allowing the operator to keep his attention straight ahead. Many of the boat manufacturers are designing their boats to meet these important criteria.

Photo Six: One solution to the problem is downsizing of equipment as electronics become more compact and weatherproof. This little unit sees service on a small open boat and is fitted with a vinyl and isinglass cover at all times and appears none the worse for wear. This size unit allowed the owner to purchase a larger graph recorder, something he could not consider with his older, much larger, Loran C unit.

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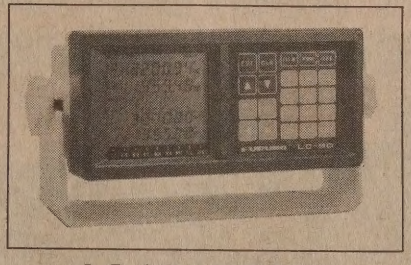

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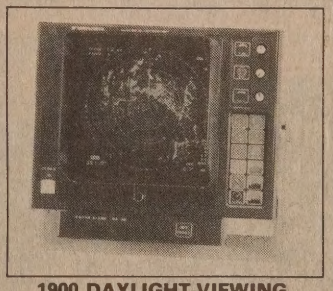

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A Look at Compact 4 x 4's

By Eric Burnley

The days when four wheel drive vehicles were big and bulky are long gone and the compacts are taking over. No longer do you need a step-ladder to get into your beach buggy and the ladies are finding these smaller four wheel drives are perfect for all the chores they need a vehicle to perform. The down scale vehicles also have excellent gas mileage ratings, but can still pull a fair sized boat up the ramp.

We would like to review the compact four wheel drive vehicles available for 1988. There have been some changes this year, most of them in the power department, and if you are in the new vehicle market perhaps a rundown of what is out there will be helpful. We will look at the utility vehicles in detail and cover the pickup trucks at the end of the review.

The Ford Bronco II has been around for a long time and you can order one all dressed up or Plain Jane. The dressed up version is the Eddie Bauer Special and comes with every option known to man. The Eddie Bauer touches include fancy seats, trim and paint. The less expensive models can be dressed down to rubber floor mats and steel wheels.

The standard engine is the same in all models, a 2.9 liter electronic fuel injected V6. You can have a standard five speed manual overdrive or an optional four speed automatic transmission hooked to the V6. The four speed automatic features a mechanical lock-up that eliminates torque conversion slippage during highway driving. The manual locking front hubs are standard with Touch-Drive automatic locking hubs optional. Touch-Drive is controlled by buttons located in an overhead console.

The towing capability of the Bronco II four wheel drive is 5,000 pounds with a gross combination weight rating of 8,500 pounds. To reach this maximum your Bronco II must be equipped with a 4.10 limited slip rear axle, the automatic overdrive transmission and the upper engine cooling package.

You can order special packages and options to equip the inside of your Bronco II like a Lincoln Towne Car. There are plenty of paint and trim options to improve the outside appearance so your wife won't be ashamed to take the vehicle to the country club.

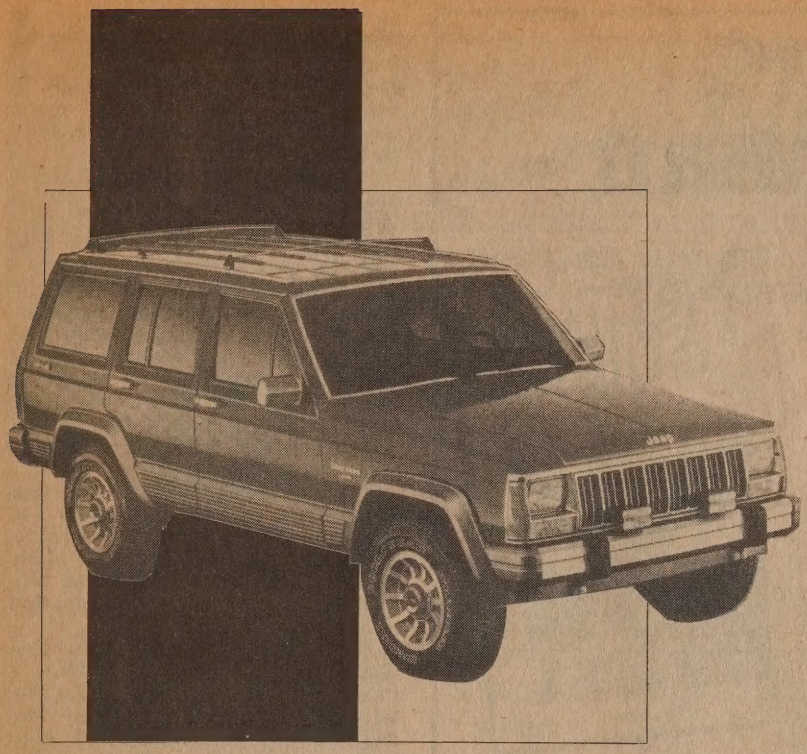
The S-10 Chevy Blazer four wheel drive has a very good reputation among the offroad crowd and can be equipped to suit the style of any owner. This vehicle will be at home on the highway, the beach or in the mountains.

The Blazer has four styles to choose from. There are the Standard, Tahoe, High Country and Sport Trim models with different paint and interior designs for each one. Prices rise as options increase from the Standard to the High Country package.

There are three engine options for the Blazer S-10. The smallest is the 2.5 liter Tech IV with Electronic Fuel Injection. Next is a 2.8L V-6 with EFI and available in April of 1988 will be a 4.3L V-6 with EFI. The Blazer S-10 will tow 5,000 pounds when ordered with all the special towing options.

The standard transmission is a five

Downsized 4 x 4's are enjoying tremendous popularity with the beach set.



speed manual with overdrive. The four speed automatic is optional with the 2.5L Tech IV and the 2.8L V-6, but will be standard with the new 4.3L V-6. The manual five speed will not be available with the big engine.

Jeep is the best known name in the four wheel drive market. There are still some people who refer to all four wheel drive vehicles as Jeeps even if the subject is a fully equipped Chevy Suburban which is a far cry from the famous World War II vehicles that came home to the beaches and fields of this country after the war.

The Jeep of today is still built on the same lines as its predecessor,but it has considerably more power and certainly more creature comforts. Power steering, automatic transmissions and AM/FM stereos were unknown in the 40s but are almost standard equipment on the 1988 Jeep Wrangler.

You can order your Jeep Wrangler with the Laredo package that includes a hard top with full size doors, tinted windows and interior options that match any fancy four wheel drive. Those who are looking for the utility of a basic four wheel drive can still find a Jeep to suit their taste.

Two engines are available on the Jeep Wrangler. The four cylinder 2.5 liter OHV produces 117 horsepower at 5250 RPM while the in-line six cylinder 4.2 liter puts out 112 horsepower at 3000 RPM. The smaller engine has 138 pound/foot torque at 3500 but the larger six cylinder engine has 210 pound/foot of torque at 2000 RPM. The towing capacity of the Jeep Wrangler is 2000 pounds when equipped with the draw bar option.

If a larger four wheel drive vehicle is more your style, the Jeep Cherokee will fill the bill. This is one of the few four wheel drives that can be ordered with four doors, a real convenience if this will also serve as your family car. There are five models of the Cherokee: there is the Base, Pioneer, Chief, Laredo and the Cherokee Limited.

Power comes from either the standard four cylinder Jeep engine or the optional Power Tech Six with 177 horsepower and 224 foot/pounds of torque. You can hook that power to a four speed manual, five speed manual with overdrive or a four speed automatic with overdrive. Maximum towing capacity is 5,000 pounds when equipped with the towing option package.

The Isuzu Trooper II is another four wheel drive utility vehicle that offers the convenience of four doors. There are three models of the Trooper II beginning with the basic Trooper II, then the Trooper II XS and finally the Trooper II LS.

New this year is the optional automatic transmission on the LS and XS models. It has electric sensors to regulate shifting and a lock-up torque converter to transfer maximum power to the wheels. There are two settings for the automatic transmission, Power and Economy, so you can regulate the shifting to suit the situation. The standard four cylinder SOHC engine now produces 120 horsepower at 4000 RPM and 152 foot/pound of torque at 2600 RPM. This is a 25 percent improvment over last year's engine.

All of the manufacturers offer different models of the same product but Toyota offers three completely different four wheel drive vehicles. First there is the 4 Runner, then the Land Cruiser and finally a four wheel drive Panel Van.

The 4 Runner is a compact four wheel drive utility vehicle offering all the comfort options you would expect from a town and country car as well as the power to do the heavy work when a trailer needs towing or a beach needs fishing. There are two engines available for this vehicle, a four cylinder 2.4 liter EFI and a six cylinder 3.0 liter OHC engine with EFI. A five speed manual with overdrive or a four speed automatic with overdrive can be coupled to these engines depending on the model you choose. The automatic is electronically controlled and has a lock-up torque converter.

Toyota also makes the Land Cruiser. It is larger than the 4 Runner, has four doors and is powered by a six cylinder 4.0 liter EFI engine that produces 155 horsepower. The standard transmission is a four speed automatic with electronic controls and overdrive. The maximum towing weight is 3,500 pounds.

The list of standard equipment on the Land Cruiser covers just about any option you might order with the exception of air conditioning and a cassette player. Two-tone paint, carpeted floor mats, power windows and doors round out the list of extra cost options.

I received somewhat of a surprise when the people at Toyota informed me that they produce a four wheel drive van. Unfortunately they didn't have one to show me, but the brochure makes this vehicle sound quite interesting. The only available engine is a 2.2 liter four cylinder with EFI. You can order it with a five speed manual or four speed automatic overdrive transmission. This combination is not going to rip up any asphalt but it should get you around on the beach without any problems.

The four wheel drive Panel Van could easily be transformeed into a beach buggy/camper that would get two fishermen to the action with maximum comfort and convenience. The fact that you would get close to 25 miles to the gallon on the highway would certainly cut down on the expense of each fishing trip.

The 1987 Nissan Pathfinder was voted Four Wheeler of the Year by *Four Wheeler Magazine* and 4X4 of the Year by *4 Wheel Magazine.* A pretty impressive start for this four wheel drive utility vehicle.

The Pathfinder has a V-6 EFI 3.0 liter engine that puts out 140 horsepower and 166 foot/pounds of torque. This engine is combined with a five speed manual transmission in the XE Pathfinder and with a four speed automatic with overdrive in the SE Pathfinder.

The Pathfinder has all the comforts of home when properly equipped from a full list of options. You must order the towing package if you wish to pull the maximum weight of 3,500 pounds. This weight has increased from the 1987 model limit of 2,000 pounds.

The Dodge Raider is built by Mitsubishi and is quite a tough little vehicle. Powered by a four cylinder 2.6

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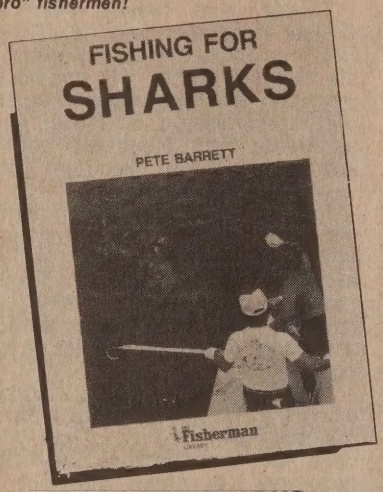

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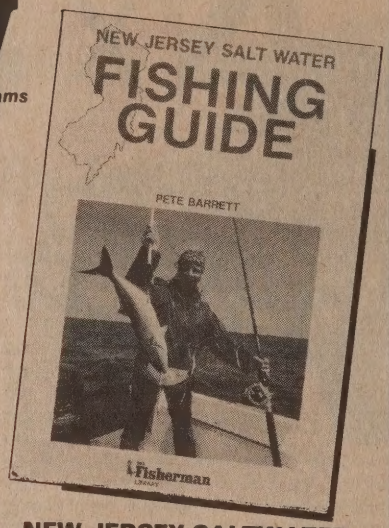

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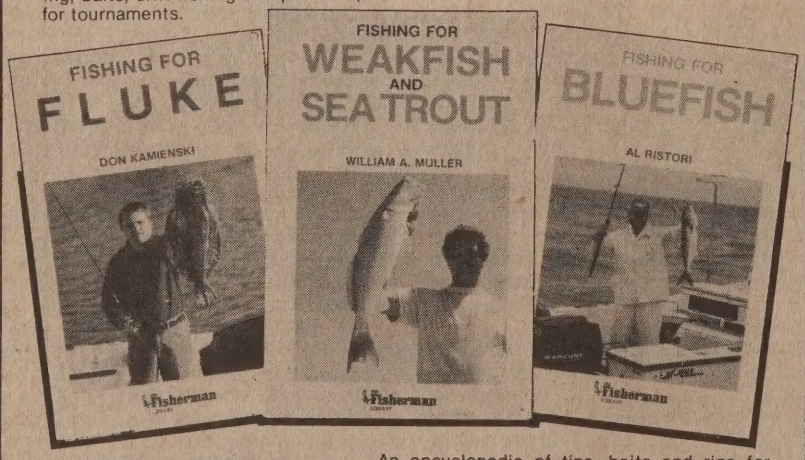

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liter OHC engine that produces 109 horsepower and 142 foot/pounds of torque the Raider will get you through the deepest sand in good shape. A five speed manual or four speed automatic both with overdrive is available on the Raider.

In spite of its size the Mitsubishi has all the options available on the larger vehicles. Everything from two tone paint to AM/FM stereo with cassette players. This vehicle has a list of standard items that is much longer than the option list. One standard feature is an Inclinometer that lets the driver know when he has put the vehicle in a position that could result in it falling over. Unlike some other four wheel drive utility vehicles, this one seems to be built for offroad use from the ground up.

I will include the Subaru line of four wheel drive vehicles because I see more and more of them on the beach. These are cars, not trucks or utility vehicles, and I have seen some with rod racks and cooler carriers mounted on the front.

The selection of available four wheel drive models from Subaru is too long to list here, but if you are interested I suggest a trip to your local dealer where someone will be more than happy to show you the entire line.

I am remiss in not having information on the Suzuki Samurai. This is a neat little four wheel drive vehicle similar to the Dodge Raider that has become quite popular. I have seen several on the road but have not encountered one on the beach. I suspect they have a small four cylinder engine, manual transmission and most of the interior options offered by other manufacturers.

Finally we come to the four wheel drive trucks. Just about everyone who makes a four wheel drive utility vehicle also makes a four wheel drive truck. These trucks can be equipped with the same options as the utilities and come with the same power trains. To run down all the compact four wheel drive trucks would be a repeat of the four wheel drive utilities, so if you are interested in a truck, see your local dealer for the finer details.

You may have noticed most of these four wheel drive utility vehicles have very similar amenities. They can all be equipped for maximum comfort and maximum work. You can cruise down the beach in air condition comfort with Jimmy Buffet playing on the cassette deck as easily as you cruise down the highway. Maximum towing capacity ran from 3,500 to 5,000 pounds which will allow you to drag around most mid-size boats or camper trailers.

The one difference I noticed in these vehicles was the types of warranties they come with. Some give you six years/60,000 miles on the drive train while others cover you for a considerably shorter period of time. Check this carefully before you decide on the right vehicle for your beach buggy.

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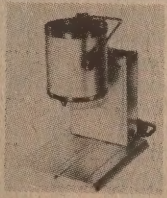

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Why Whiting?

These easy targets provide a pleasant reprieve before the ice sets in.

By Matt Ahern

Why whiting?

Simple. They're easy to catch. And not only that, they've long been one of my favorite fish, a fish whose mere existence has brought me many happy days. I can easily recall a certain boy, who looked as I do today (sans the balding gray head and wrinkles) spending many sleepless nights in anticipation of the next day's fishing. They, along with ling, were the one fish I knew I'd catch. It was easy then, and it's easy now.

From late fall into early winter, thousands of party boat fans take advantage of the whiting fishing available at this time. They know whiting are willing biters, and when party boat skippers locate a school of whiting, everyone fills the bucket. I can't recall ever being "skunked" when whiting fishing (which many of our other "easy to catch" finned creatures seem able to do with regularity).

Tackle requirements are simple. A medium weight boat rod and a matching conventional reel will do the trick. Use the best equipment you can afford and I beg of you: shun those "Hong-Kong" specials as you would the Plague. Don't be penny wise and pound foolish.

Fill the reel with good quality 20 pound test mono. Using this weight line will allow you to use sinkers that are not too heavy. I'll tell you right now that a whiting isn't the best fighter in the fish world; therefore anything you can do to allow it to strut its stuff will give you more fun.

You'll have no trouble rigging for whiting. Some fishermen of my acquaintance use three or four hooks, and it's not unusual to see a rig come up with a fish on each hook. Personally, I think two hooks are enough—especially if you are fishing close quarters. Tangles are then common; they can't be avoided. And to my way of thinking, time lost in freeing tangles nullifies the effect of extra hooks. When the day is over, you'll often see the two-hook angler isn't too far behind the multi-hook fisherman.

Hook sizes aren't critical: any size from 3/0 to 5/0 will prove satisfactory. My preference has long been the regular-shanked Sproat in the above sizes. One hitch, though. Because a whiting has a large mouth armed with needle-sharp teeth, many fishermen use a long-shanked hook of the Carlisle (fluke hook) or Kirby patterns.

To rig up, tie one hook a snell's length above the sinker, and the other about two feet above it. You'll find most of your whiting will hit the top hook, but if there are ling around (and there usually is) they will seize the lower one—nine out of ten times. It pays to consider this because the pool winner on a whiting trip is usually a big, pot-bellied ling.

Some fishermen use three-way swivels when rigging up, but I seldom bother. I just make two inch dropper loops at the prescribed distances. These are made by forming the loops with double-overhand knots. Many fishermen frown on the use of these

knots for any type of fishing, but I've found that when drawn up and slowly tightened, they won't cut into the line.

Sinker weight will vary because of water depth, strength of current, rate of drift, line test, etc., so I can't tell you the exact weight to use. You should be able to get by with a bank sinker between 5 and 10 ounces, with 8 ounces a happy medium.

Bait is never a problem when whiting fishing. Most party boat regulars use some form of clam or slices of squid. Some skippers supply strips of whiting from the previous day's catch. Veteran whiting fishermen use the freshest bait possible and in order to do this they fillet or slice each side of the first fish into 3 or 4 inch strips. Once this is done, there is an endless supply of bait, for nothing catches whiting as well as another piece of whiting.

When the bait is cut, there is no further preparation. Leave skin and scales on the slice and run the hook through twice. Allow about an inch or so to trail in the current. The bait's fluttering movement, coupled with a bit of jigging, will draw whiting to the hook. Don't hesitate to change the bait should it become ragged. You'll catch more fish if you do.

On board a party boat, finding fish is, of course, left to the skipper—and find them he will. But aboard your own boat, it's up to you. But this isn't difficult.

Most party boats fishing the New York Bight will be found putting a dent in the whiting population somewhere in the vicinity of the Ambrose Tower and the BA buoy areas. At times, the old Scotland Light grounds will produce large fish. But for some reason I've never been able to figure out, fishing here is often a hit-or-miss proposition. Yet some of the largest whiting I've ever caught have come from this area.

For fishermen unable to fish the New York Bight, the best bet is to obtain a chart for the area in which fishing is planned. (You'll find a Carmark chart invaluable for this. Check with your local tackle shop.) Look for areas marked mud or gravel in at least 60 feet of water. Areas that are marked "wrecks," "rocks," or other littered bottom produce few whiting.

Whiting fishing is done in two ways: at anchor, or by drifting. Of the two, I believe drifting will produce the most fish. This, however, depends on daily fishing conditions. You'll find days when it is impossible to drift and catch fish; days when the drift is too fast, and days when the drift isn't fast enough. Fortunately, this doesn't happen too often.

When drifting the fish seem to hit in spurts. Fishing will be hot and heavy, and then suddenly die out to a slow pick, only to begin hitting again a bit farther along the line of drift. This is common when drifting for whiting, so don't be overly concerned as fishing will pick up again when another school is encountered. If this does not happen within a reasonable amount of time, it means you've drifted completely out of the fish's feeding area. Run back and begin another drift.

Anchoring usually produces more ling than whiting; but this is not a hard, fast rule. And for those anchored fishermen who desire more whiting than ling, the solution is simple. Remove the terminal tackle and replace it with a diamond jig of 4 to 6 ounces.

The jig is best worked by allowing it to reach bottom, then reeled in so that it is suspended about two or three feet above bottom. Action is imparted to the jig with one foot sweeps of the rod. If there are whiting in the area, this will bring them fast. The results are often surprising. The largest whiting I ever saw was taken this way: a 4 pounder. (No, I didn't catch it...more's the pity.)

Some fishermen use chum when whiting fishing at anchor. This is usually in the form of crushed skimmer clam; but I've never found it necessary to do so—unless I wanted more ling than whiting. Stick to the diamond jig when things slow down and put fish in your bucket.

I'll finish this by saying: if you've never gone whiting fishing, maybe you ought to give it a try. Pick out a nice, windless day, check the ads in The Fisherman for those party boats chasing whiting right now.

Why whiting? You'll catch fish—that's why.

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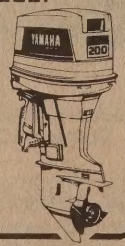

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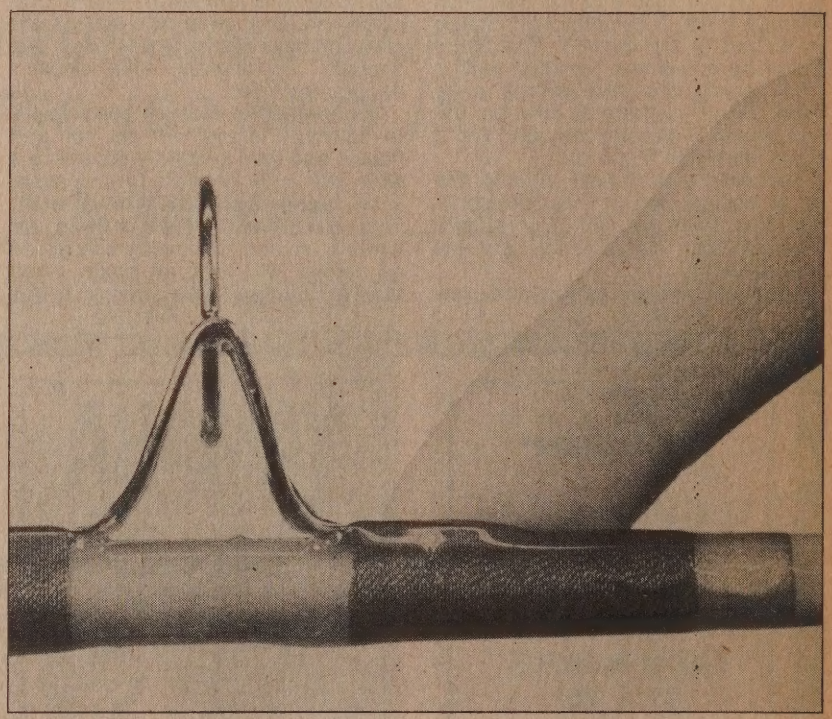
Custom Rod Building

Part 4

By Capt Pete Mikoleski



Some rod builders suggest applying the Flex Coat finish with your finger.

This week's installment, the last in our series of custom rod building articles is for those of you who would like to tackle the job of refurbishing some of your time honored rods. I'm sure most of you have a sentimental old favorite lying around that has been relegated to the basement rod rack because of shabby windings or broken guides. It's probably a rod that has served you well and you just can't bring yourself to part with it for that very reason. Don't even think about throwing that rod out. It's easy enough to bring it back to useful life. Many times you can even improve on the action on one of those family heirlooms by adding an extra guide.

I wish I could tell you that refinishing an old rod is easier than building a new one. Unfortunately, this is not the case. The truth is that it is much more time consuming to refinish an old rod. What you have to realize is that most of the labor involved goes into removing the old guides and windings. Obviously this has to be done before the new guides can be put on.

Most older rods have their wraps finished with a protective coat of varnish. It's pretty easy to remove these windings because they become brittle with age. All you'll need is a sharp single edged razor blade or better yet, an X-Acto knife. Make sure you procure an X-Acto knife that has a large plastic handle. This large handle enables you to get a more secure grip on the knife. Also make sure you pick up a supply of extra blades. Since the varnish has become very brittle all you have to do is cut through the end of the wrap that's near the middle of the guide. Then take this point of the blade and pick up the end of the thread. Just keep pulling on that thread and if all goes well, the whole wrap should unwind. If the wrap has been nicked or cut in some places it may be easier to slice through the wrap along the length of the winding. Try not to nick the blank if at all possible. Then just peel the old wrap off. Do the same on all of the other guides.

No one will doubt that today's high tech expoxy finishes are more durable than those of yesteryear. If for some reason you should have to remove one of the wraps protected by this space age finish, you're about to find out just how durable they are! Personally, I think durable is the wrong word. "Bulletproof" would be more like it. Chances are that the guides will wear out or break before the finish goes. The only way to get though an epoxy finish is with a heated blade. That's why we recommended a knife with a large plastic handle. The thick plastic handle will see double duty as insulation around the handle of the tool. Heat the tip of your knife until it is red hot. The burner on the kitchen stove will do, but we prefer to use a portable propane torch. Keep your rod locked in a vise so it will be held firmly. When the blade is red hot, start at one end of the wrap and "slice" through the epoxy finish and thread. You'll note that the blade cuts through the epoxy like "a hot knife through butter." Take care not to apply too much pressure or you'll cut right into the blank.

After you cut through all the wraps you'll be able to peel them back with ease. The secret to this cutting operation is to keep the blade hot. As soon as the blade cools off, it will stop cutting. A sharp blade will make things even easier. One blade usually holds enough of an edge to slice through all the wraps on one rod. Once all the wraps are removed, clean the blank with acetone.

Now our attention will switch to the condition of the blank. If the finish on the blank is in relatively good shape, all that needs to be done is to lightly sand the areas that were covered with the old wraps. This removes any high spots left on the blank that would otherwise interfere with the new wraps. The easiest way to do this is to put the blank in your trusty rod wrapping motor and rotate the blank at high speed while sanding. You can mask off the previous wraps to prevent damage to the blank just in case you get sloppy. Once the blank is smoothed out all you have to do is enlarge the length of your underwraps to cover the part of the blank that's been sanded. If you feel that this blank might function better with the addition of another guide, now is the time to add it. You might be able to get around this another way by stepping up the size of all the original guides a size or two. A bigger guide will keep the line higher off the blank and just might be all you need. This is the easiest way to solve the problem because you would be somewhat limited in the placement of any additional guides due to the location of the original set!

Let's assume the finish on your rod is in pretty bad shape. There are a lot of chips and cracks and peeling paint. The only real option you have is to take the finish down to the bare blank and repaint it. Sand the rod down to the bare blank again enlisting the aid of your rod wrapping motor. (I told you that was going to be a good investment.) Mask off the grips and reel seat and spray paint the blank. To play it safe, I would recommend that you test out the combination of the spray paint and finishing epoxy on a small section of the blank before you spray the whole blank. We've had excellent results with the kind of spray paint that's sold in hobby shops to be used on plastic models. Something we haven't tried yet is one of the new brands of epoxy spray paint. In theory, at least, these paints should give you an even harder finish. Once your rod is painted and dry, the next step is to coat the whole rod with a light coat of Flex Coat Rod Finishing epoxy. This will give your rod a smooth, hard, glossy finish.

Now that your rod blank has a brand new finish, re-wrap your guides as you normally would. Color preserve as usual and finish off with another coat of rod finishing epoxy over all your wraps. The final results will be a reborn rod with a super slick finish that will be the envy of all your fishing buddies.

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Travel Log

By Tim Coleman

One of the most popular series of articles ever run in any of The Fisherman editions was the Wreck Series by John Raguso. Readers are well aware of the many opportunities that exist on those sites, so we thought you might like an article on wreck fishing opportunities at Key West, a spot more and more Fisherman readers are heading for on their winter fishing vacations.

Most readers will charter a boat once they arrive at the last stop on Route One in the Florida Keys. Charter boats usually fall into one of two categories: the 30 to 45 footers that take up to six people and the 20 to 25 footers specializing in light tackle fishing for one to three anglers. Some of the skippers of the larger boats will seat you in a fighting chair with 50 pound tackle, while those in charge of the smaller rigs might not have anything beyond 20 pound gear, yet they regularly catch fish from 50 to 100 pounds off the wrecks. Some fishermen are used to the speed and openness of the center consoles, while others prefer the room and comfort of a 40 footer. Whatever you choose, you can learn a lot about Florida fishing by watching closely.

One of the many pluses of Key West is it sits right at the junction of Atlantic Ocean and the Gulf of Mexico. If it's too rough to fish in the ocean, you can zing around the corner of the island into the Gulf. If the Gulf fishing has been dry a couple days, you can head out to jig groupers, big amberjack or perhaps an African pompano on Atlantic locations like the sunken airplane or the cruiser or the sub sunk in 240 feet. The list of wrecks isn't endless, but it could go on for a long time.

A typical day of wreck fishing might start around 7:00 to 7:30 as the boat pulls away from the dock. If you're going to fish the Atlantic side you might run a short distance outside the marina to anchor on a small patch reef to catch live blue runners (Key West equivalent of a bunker) on small jigs and spin rods. Once you have enough bait in the well you might head northeast to the cruiser, then work your way west, perhaps as far down as some of the wrecks off Cosgrove Light.

After tying on a leader and hooking the runner in the back above the dorsal fin, the captain will wire an egg sinker around the heavy mono with a thin piece of rigging wire. When a fish hits the sinker pops free, so you can fight the fish without any weight on the line. When you drop a live bait down on the deep wrecks, 180 to 350 feet, you'll probably hook up with an amberjack right away. If you took a bluefish's fight then added 30 percent more staying power you'd have the struggle of an amberjack. They're not the speedster a kingfish or wahoo is, but they just don't give up. On 12, 15 or 20 pound tackle, a 60 pounder will make you sweat. Amberjack regularly reach above 100 pounds, but those are the mafioso of the deep reefs. Our guide says once AJs get above 70 pounds, they get mean. Four years ago one of the local sharpies caught a 108 pound AJ on 15 pound line after a two hour fight. That fish is now the 16 pound line class record, one of 28 such held by that particular angler thanks to Key West fishing trips.

If you don't get an amberjack, the bait might be picked up by a large black or other variety of grouper. Black groupers grow over 50 pounds and have a nifty little habit of grabbing a bait, then rushing straight back in the porthole. If you try to snub them on light tackle, they'll break you off. If you let them run they wrap the line around the wreck then break you off. While sailfish, with their spectacular leaps, might grab most of the Florida headlines, I think light tackle black grouper fishing offers as much.

Besides groupers, such species as barracuda, African pompano or perhaps a lumbering 200 pound jewfish might grab your bait as you drift across the wreck. Sometimes speedy kingfish hit the bait going down or coming up. Every once in awhile someone catches a sailfish while wreck fishing.

While the wreck fishing can be hot, there'll be trips you will not get diddly squish just like any day on the northern waters when the bite is off. On other trips we had trouble getting enough baits or ran out of bait, so that's when we try jigging with bucktails or leadheads. Down in Key West the bucktail or leadhead dressed with curly tailed plastic worm is their equivalent of our diamond jig. The procedure is to take a 2 ounce or heavier jig, toss it uptide and allow enough line so the lure touches down on or close to the wreck. Once the lure is on the bottom, you start a speedy retrieve, alternately reeling, then snapping the rod up and back. The same fish that hit the live bait will often strike the jig. Last April, when the tarpon fishing in the harbor went flat for two days, we bailed out with some deep jigging. The first pass over the Ship Channel wreck something grabbed my two ounce lure 100 feet down over 180 feet of water. For the next two hours it was give and take on

Key West

15 pound line until finally a large white shape slowly spiraled up out of the clear blue wtaer. Back on the scales the amberjack weighed 84 lbs. 4 oz., one of the toughest fish I've ever fought.

Sometimes the unusual happens when you drop a jig below. Last February Fisherman reader Al Golinski flipped a jig uptide, but it never hit the wreck. A sailfish came up out of the water in a spectacular leap. When they got the 50 pounder on 12 pound line to the gaff and taxidermist they found the leader had half-hitched around the bill with lure dangling harmlessly four inches below. Last January Bob Wallace and I were drifting live baits without much attention, so I picked up a plug rod and flipped a white, one ounce jig uptide for something to do. Three pumps of the rod and I had a hummer kingfish that completely spooled the 15 pound line off a Penn 940 before we could get the boat started.

If the wind is blowing hard from the south your guide might elect to fish any of the productive wrecks in the Gulf. Some of the bigger wrecks were sunk during WW II and are well known, though you can usually get one to yourself on a weekday. Readers might be interested to know one Gulf wreck, a freighter, the Edward Lukenbach, is the same ship that ran aground on the south side of Block Island, R.I. in 1939. Usually ships in that spot are pounded to pieces, but this one was refloated to sail again. However, in 1942, the Lukenbach's luck ran out. According to reports I've read of the incident poor routing brought the ship, part of the Lukenbach Shipping Line based in New York City, through a mine field. Two such explosions sent her to the bottom in 60 feet of water where her remains rest today.

A typical day of Gulf wreck fishing will have you steaming out the northwest channel of the harbor, but first you'll stop by an inbound or anchored shrimp boat to trade a six pack of beer for his trash. When shrimpers trawl for shrimp they also bring up all manner of fish and bottom life. To the shrimpers this is trash, but to rod and reel fishermen it's chum and bait for wreck fishing. After filling a cooler with chum you'll head out to your fishing day. Sometimes you'll know you're coming up on the spot when you see large amberjack crashing bait right on top. On other days all you see right away is a bulge on the chart paper with, hopefully, a cloud of bait hovering above.

Once you anchor the captain will start doling out the chum over the side. The usual method of fishing is to tie a 1/2 to 1 ounce jig on your line, then put a crab or fish on the jig, lower to bottom and await hits. If you want groupers, snappers or a cobia, you use a fish while permit hunters select a crab or mantis shrimp. If you find live crabs in the trash you have permit bait par excellence.

The all tackle record for permit stands at 50 pounds. If that's broken I'll cast my vote the location will be somewhere around Key West. This past winter charter parties caught trophies of 43 and 39¼ pounds, the latter caught by Fisherman reader Jerry Tessier on 15 pound line. That fish was recently accepted by the IGFA as a new line class record.

Three years ago Fisherman reader Bob Hughes and I had a banner day on the old Lukenbach. Besides catching a 151 quart cooler full of snapper and grouper, we had four permit from 20 to 28 pounds plus a couple frisky barracuda. But that wasn't the end. We left the Lukey for a short ride to a shrimp boat wreck where we caught more snappers and a 78 pound cobia on 20 pound line. Two years ago I saw an 84 pound cobia hoisted on the scales from a Gulf Wreck after it was bested with a fly rod with 16 pound tippet. That fish was also accepted by the IGFA as a record. Our guide tells us he's seen cobia over 90 pounds taken from the Gulf.

Wreck fishing off Key West is but one part of the many varieties of fishing available at a time when most people up here have just paid their heating bill or looked back on last week's snowstorm. You can reach this fishy little island via flight to Miami then a rental car the last 158 miles or you can fly right in. Key West has a nice airport and it's possible to make connections from New York, Newark or other cities in one day.

Accommodations are NOT getting any cheaper during the prime season, but you can still find relatively inexpensive motels. One such is the Ship-A-Hoy at 903 Eisenhower Blvd., right in town. It's run by Ricki Fisher and has neat, clean rooms at what are reasonable rates for Key West from January through March. The number of the Ship-A-Hoy is (305) 294-2780, but if they're full try (305) 294-2587. That's the Chamber of Commerce which will send you a list to choose from. The Key West Charter Company has a list of charter boats to choose from, some of which specialize in wreck fishing. Call them at (305) 294-3737. One guide I can recommend from personal experience is Captain Wally Albrecht of the Li'l Ann, a 25 foot center console. Last winter Wally guided his parties to 6 first place finishes in the MET, south Florida's toughest tournament, plus one IGFA line class record. His number is 305-294-8321.

You've just gotten a 2000 plus word sampling of southern wreck fishing. It could easily go on for another 2000 words, but space doesn't permit it. If Fisherman readers are looking for some of the most exciting saltwater fishing in the Continental US during the winter pick up the phone and book space in Key West.

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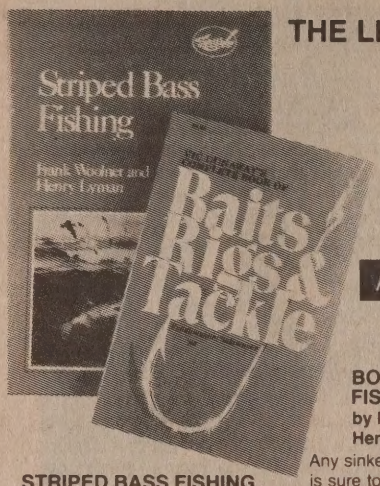

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Fourteen-year-old Noah Kaplan landed this 12 pound blue from the dock behind his Merrick home in late October. *Photo courtesy Garan's Tackle in Merrick.*

Thirteen-year-old Michael Mainland caught this 5 pound fluke on a live snapper in Shinnecock Bay. It was weighed at Jamesport Tackle.

Josh Friedman displays one of four bluefins from 90 to 130 pounds taken aboard Nick Savine's "No Time." Four yellowfins and two albacore were also taken. The action took place over the Virginia back on August 14th.

John Dimino of Bensonhurst, Queens used an A17 and red tube combo to cull this 41.13 pound striper from the Robert Moses Field 4 surf. *Photo courtesy Captree Bait and Tackle.*

David Solomon with a couple of big blues he and his dad Alan took during a night bluefish trip aboard the Viking Starship.

Photo Gallery

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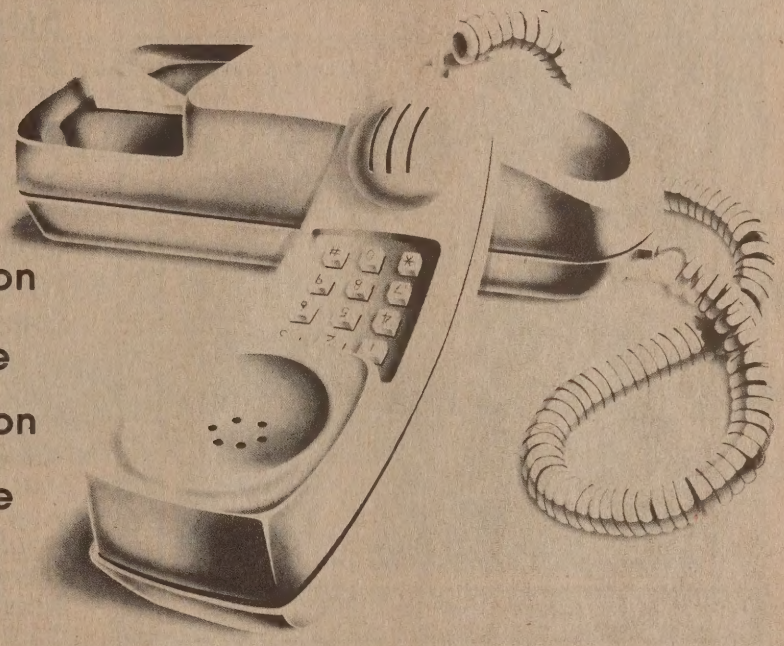

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East End REPORT

with Mrs. Lorry Mangan

Another weekend, another fierce storm! Wild weather, combined with the Thanksgiving Holiday combined to make fishing reports scarce. Our calls to east end marinas, bait shops and captains were welcomed, since their contact with people on the weekend was pretty limited. We did discover, however, that a year end mackerel run may be in the making; cod and blackfish remain in the picture; very large flounder were caught, but not many.

MONTAUK

Captain Michael Potts switched his quarry from cod to mackerel on Sunday. Fishing with Bill, his mate and Dennis Scaviola of Montauk, the trio filled the fish box on the **Bluefin IV** with mackerel. A couple of cod topped off the catch. The fish were located near Block Island.

The **Alyssa Ann** ended her 1987 season with a blackfish trip for James Sessa and his friends. Captain Bill Ricca described the action as slow in most usually reliable spots, but did enjoy a 1½ hour bite off Fishers Island, where 30 blackfish jumped on green crabs. Some 7 and 10 lbers. were included in the catch. As has been the norm this fall, the fish abruptly stopped biting as though someone closed a gate. Captain Ricca noted schools of mackerel at Cerberus and Fisher's Island. The **Alyssa Ann** will be ready to charter next year in March, for cod. Meantime, Captain Bill extends a hearty thank you to his customers with best wishes for a happy holiday season.

The charter boat **Vivienne** will be fishing through the month of December for blackfish and cod. Captain DeMaio enjoyed a decent catch of cod and blacks last Tuesday, despite lumpy seas. On Wednesday, iwth a one-man charter three dozen blackfish, the largest 9½ lbs., were caught. Captain John feels that fishing will improve through December since there is a lot of life at the Cartwrights.

A few diehards located very large flounder, both in Lake Montauk and at the Bell Buoy just outside the Inlet. Many flatties weighed 2 to 2½ lbs. at the scale at **Gone Fishing Marina**. TJ felt that blackfishing was a bit slow during the week, however, best bet seemed to be at the Fisher's Island Reef. Stripers were caught, all small, as late as last Tuesday.

Over at **Captain's Cove Marina**, while most charter boats have been hauled for the season, plenty of mackerel and some cod were available off Montauk, as proved by a good catch of both mackerel with some cod made on the "Peppi II" on Saturday. Otherwise, no other boats sailed this past weekend.

Carl Darenberg, Jr. remarked that the past week was pretty quiet at the **Montauk Marine Basin**. Bass seemed to move off as the water temperature dropped quite a bit the past few days. Boats left in the marina are now gearing up for cod. One marina boat, the "Johnny J" returned from a short trip in the Lake with a nice catch of large flounder during the week, however.

We heard that last Wednesday's **Viking** blackfish trip resulted in an outstanding catch, with many 11 and 12 lb. fish brought up for the pool. Bill Koch, fishing in the bow, accounted for 36 blackfish alone. We received a call from John Wessley of Westbury, commenting that he had never experienced anything like it, since his previous high catch to date was four fish on a single trip, while on this trip he caught 21, with many double headers. We understand that on Friday, the first hour of the trip was fantastic, but then the fish decided to have lockjaw for the rest of the day. Even so, most anglers had 6 to 10 blacks apiece; Jack Curtin caught 18; pool fish was caught by Jim Howard of Brooklyn with a 12 lbers. A dozen cod, biggest 15 lbs. also were caught.

MONTAUK POINT

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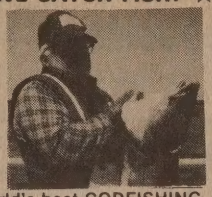

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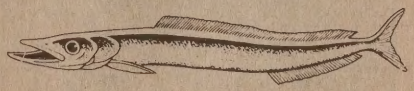

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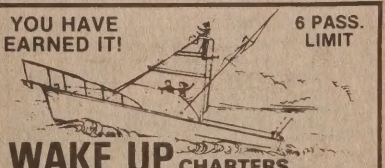

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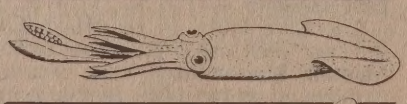

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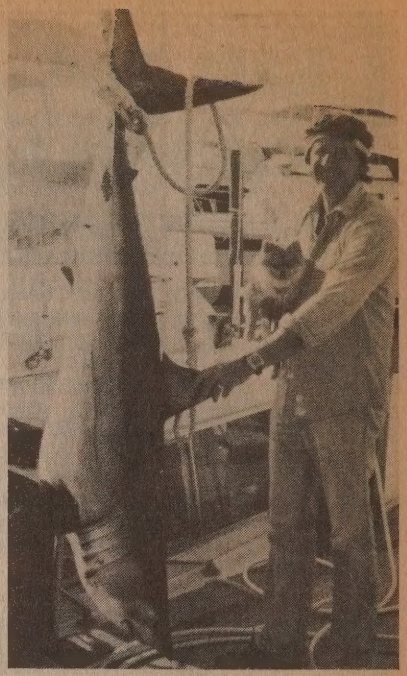

Captain Joe Ferrara with a 170 lb. mako taken aboard his Montauk based, "Ebb Tide V." With Joe is his aptly named pomeranian, "Mako."

Blackfish trips are scheduled every Wednesday in December and the weekend of the 19th and 20th. Call for reservations.

The weekend's cod trip to Georges Banks resulted in phenomenal fishing with many large fish caught on both days. Pool cod, a 60 lber., was caught by Frank Saliwida of Seaford. A tie was declared between Brad Bergan and Jay C. Weiswall who each had a 59 lb. cod. Captain Forsberg commented that there were at least 20 cod that weighed between 45 and 60 lbs., 40 in the 35 to 40 lb. range. About 20 pollock were also caught. Despite ominous weather forecasts, the storm never reached the Georges Banks fishing grounds. The seas were calm, the worst winds reached 15 MPH on Sunday. Walter B., a regular on the trip, fishing with a small bottom hook caught a flounder which weighed well over 6 pounds! Two more **Viking Starship** Georges Banks trips remain in December and are scheduled to leave at 7PM, Dec. 11th and 26th. Reservations and deposits are required.

SOUTH FORK

Captain Artie Lach of the **Wilhelric II** has called it a season, and wishes all his customers a Merry Christmas and Happy New Year—and "Goodnight, Mrs. Kalabash, wherever you are!"

Although the ocean was sloppy on Saturday, Sal Fava, his son Bob and friend Mark Enne fished the Bridge Wreck. Their efforts were rewarded,

since the trio returned with 30 blackfish to 10 lbs. and a couple of cod weighing 6 and 12 lbs., weighed at **Speck's Bait and Tackle**. Early in the week, anglers caught plenty of small bass in the inlet, none of them keepers. No bass were reported after Thanksgiving. The only flounder report was a catch of three flatties by Bill Imperial who was fishing the Basket at flood tide.

Ron Arcate, at **Mariners Cove** noted a catch made by a ramp customer, of a half dozen very fat flounder caught near the Inlet. Ron and the staff at the marina wishes all their customers a happy holiday season and look forward to a bountiful spring.

While a few flounder were reported in the Shinnecock Canal, almost all were too small to keep. A few very large flounder weighing 2 to 2½ lbs., were reported caught in the Basket area at the top of the tide. Last bass report concerned lots of very small bass on Thanksgiving Day, according to Hank, at **Altenkirch and Son.**

At **Molnar's Landing**, most boats are out of the water, with captains switched to hunting instead of fishing. Lanny and the staff send their friends and customers holiday greetings.

A call from Al Flexer revealed lots of white perch in Bullhead Bay, largest two pounds in weight. Saturday's catch accounted for 40 of these scrappy fish, caught on Al's white **Feather Jigs**, and new **Ice Blue Jigs**. A trip to the Shinnecock Canal on Saturday saw many very small flounder taking clam bait. All were too small to keep.

South Shore REPORT

with Fred Golofaro

As expected, fishing news was very difficult to come by despite the long Holiday weekend enjoyed by many anglers. While the weatherman had a lot to say about it, the calendar is also trying to tell us something. The flounder fishing remains best described as 'a pick' in most areas though the next couple of weeks will probably provide the best shot at a decent catch of flatties. Unfortunately, many party boats have thrown in the towel and most boatmen have already completed their winterizing chores. There are some cod to be caught but the weather has been merciless, particularly on weekends, so that few private boatmen have been able to sample the fishing. Those cod being caught remain on the offshore wrecks with no reports of open bottom action. White perch are providing a pleasant distraction for some anglers working the south shore tidal creeks and also Sunken Meadow State Park.

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MORICHES BAY & INLET

A couple of flounder fishermen have contacted us wondering about access to the late season flounder fishing in the Quogue Canal. In years past, **L&M Marine Fishing Station** in **East Moriches** has kept boats available through the winter to accomodate anglers. However, a call to L&M revealed that they are already closed up for the season as they have a lot of construction underway. As far as we know, this had been the only fishing station to cater to this winter fishery.

Gary Grunseich at **Silly Lily Fishing Station** in **East Moriches** had some pretty good news concerning the flounder action on Friday. He said that most of his boats returned with 15 to 25 flatties. They were taken at Buoys 38-39 and 31 on the incoming tide. The bad news from Gary is that this was their last weekend and the station is now closed for the season. Gary asked that we extend his thanks to all of his customers and wish everyone a very happy, healthy holiday season.

Dave Roys and Harry Doherty with some of the 57 blackfish to 8 lbs., out of the 100 caught, they took at the west jetty of Moriches Inlet. The pair fished out of Silly Lily Fishing Station in East Moriches.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Dennis Scognamillo at **J & J Tackle** in **Patchogue** had a couple of good white perch catches to report. Back on Tuesday, Bill and Rick Kenehan worked the Carman's River in Patchogue to the tune of 40 white perch. On Sunday, Al Feathers and Tom Wasilewicz worked the same body of water and put away 18 fine perch to 1¾

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pounds. All were taken on Al Feather's Jigs. Aside from a couple of flounder being picked from local docks, the only flattie news concerned one boat that worked Moriches Bay on Friday. The customer reported taking 10 flatties including a 2¼ pounder. Dennis also knew that there were a few school bass picked from the surf at Davis Park and Smith Point up until Thanksgiving Day. Nothing since then.

From **J & R Sports Center** in **Oakdale**, Dave Canale spoke of some white perch being taken in the tidal reaches of the Connetquot on worms. Still plenty of small trout in Bubbles with an occasional fish in the 14 to 18 inch size range being taken. No word on flounder this weekend as the weather kept most boatmen off the bay.

Over at **Captree Bait and Tackle**, Bobby Sprenger said that things had been real quiet on the dock. He added that the shop will now open on Friday, Saturday and Sunday only (weather permitting). They will have skimmer clams in stock for bait and chum. Concerning the fishing, Bobby noted the definite improvement in the flounder action from the Jones Beach Piers. He knew that there was good fishing on a couple of occasions this past week. Weather deterred most cod fans on the weekend.

Capt. Charlie Kennedy of the **Captree** open boat **Capt. Joseph II** managed to sail on Friday but had the trip cut short by some minor engine troubles which were quickly resolved on the weekend. Despite the brief time spent fishing, eighteen cod to 25 pounds were taken by just a handful of anglers. Most were in the 8 to 15 pound range. Charlie was optimistic and thought that codfishing in upcoming weeks looks promising pro-

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

	SANDY HOOK		BREAKWATER HARBOR		NEW YORK		NEW LONDON		WILLETS POINT		BRIDGEPORT		NEWPORT		
DAY	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	DATE
THURS.	6:00	6:25	6:50	7:15	6:40	7:00	7:30	8:05	10:00	10:35	9:25	10:00	5:45	6:10	12/ 3
FRI.	6:45	7:05	7:35	7:55	7:20	7:45	8:15	8:45	10:40	11:15	10:10	10:40	6:30	6:50	12/ 4
SAT.	7:20	7:45	8:15	8:40	8:05	8:25	8:55	9:55	11:20	—	10:55	11:25	7:15	7:35	12/ 5
SUN.	8:00	8:25	8:55	9:20	8:45	9:10	9:35	10:10	12:05	12:00	11:30	—	8:00	8:15	12/ 6
MON.	8:40	9:05	9:35	10:00	9:25	10:00	10:15	10:55	12:35	12:30	12:05	12:15	8:40	9:05	12/ 7
TUES.	9:15	9:50	10:15	10:40	10:05	10:45	10:55	11:35	1:05	12:55	12:45	12:55	9:20	9:45	12/ 8
WED.	10:00	10:40	11:00	11:25	10:50	11:35	11:40	—	1:40	1:30	1:25	1:35	10:05	10:30	12/ 9
THURS.	10:40	11:25	11:40	—	11:35	—	12:30	12:25	2:10	2:05	2:05	2:15	10:50	11:20	12/10

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 12/ 3	7:10	4:29
FRI. 12/ 4	7:11	4:29
SAT. 12/ 5	7:12	4:29
SUN. 12/ 6	7:13	4:29
MON. 12/ 7	7:14	4:29
TUE. 12/ 8	7:16	4:29
WED. 12/ 9	7:16	4:29

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 12/ 3	3:00PM	5:20AM
FRI. 12/ 4	3:40PM	6:30AM
SAT. 12/ 5	4:20PM	7:35AM
SUN. 12/ 6	5:15PM	8:35AM
MON. 12/ 7	6:10PM	9:25AM
TUE. 12/ 8	7:15PM	10:10AM
WED. 12/ 9	8:20PM	10:40AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
12/20	12/27	12/5	12/13

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	2:40	8:45	2:55	9:10
Fri.	3:25	9:30	3:40	10:00
Sat.	4:15	10:25	4:35	10:55
Sun.	5:10	11:25	5:35	11:50
Mon.	6:05	—	6:35	12:20
Tues.	7:00	12:50	7:30	1:15
Wed.	7:55	1:45	8:25	2:10
Thurs.	8:45	2:35	9:15	3:00

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vided that we get some settled weather.

Capt. George Tweedy of the **Capt. Scotty 3** noted a big improvement in the cod fishing on those days he was able to sail. Thanksgiving Day produced an estimated 50 cod with one regular connecting with cows of 44 and 44.8 pounds. A few other fish in the 35 pound range were also culled from the wreck. The rest of the catch consisted of 3 to 7 pounders. Friday and Saturday saw between 30 and 35 cod taken each day including a few 30 and 40 pound class fish. Sunday was spent tied to the dock as a result of the storm.

Capt. Carl Passaro of the open boat **Miss Captree** said that Thursday produced some excellent blackfishing with just five fares accounting for 200 tog. Friday saw a tough pick of large fish while both Saturday and Sunday were lost to the weather. The Miss Captree is in the shipyard for the week but should be ready to go for the weekend. This weekend will be the boat's last until the spring. Give Carl a call on Friday to be sure the boat will be back in for Saturday and Sunday. Carl also asked that we extend his best wishes for a Happy Holiday to all of his customers. He will begin sailing again in early March for flounder.

Over at **Augie's Tackle Shop** in **Babylon**, Fred Austin spoke of some flounder still being picked in the State Channel at Gilgo. A few cod coming from the Oregon and San Diego but private boatmen have had a tough time with the weather on the weekends. The Babylon Tuna Club's Annual Cod Derby was postponed for the second consecutive weekend as a result of the weather. No news on white perch locally but one customer has been taking a couple of flatties per trip from shore near the Babylon Pool. A reminder from Fred that Gift Certificates are available for Christmas at the shop.

Mike Andreani at **Lindenhurst Bait and Tackle** spoke of a few cod being taken on the wrecks and some big blackfish at 17 Fathoms. He knew of a 14½ pounder taken there this past week. No white perch locally but some customers have been scoring out east. Flounder news has been sparce. A few guys have been buying worms but no feedback from them. On the freshwater side, James Gribbin and Ray Roberts totaled 46 yellow

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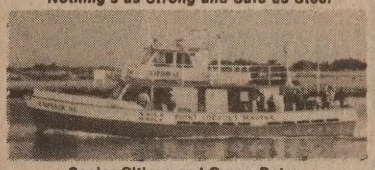

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perch over two days fishing at an east end pond. A reminder from Mike that its not too late to order a custom rod in time for Christmas.

Across the street at **Charlie's Bait and Tackle**, Jimmy Schaefer spoke of a pick of flounder in the State Channel at Gilgo and at Squaw Island. He knew of just a couple taken from local docks this past week. Jimmy noted that the shop is well stocked with plenty of good Christmas gift ideas.

At **Bob's Bait and Tackle** in **Amity Harbor**, Bob Rose had a couple of flounder catches to report. On Friday, he joined Steve Pascale and Fred Walters aboard the latter's 'Reel Affair.' The trio worked the State Channel near Amityville and in one and a half hours of hectic action put 60 flounder in the box. On Sunday, under adverse conditions, Mick Valentine returned to the same spot aboard his 'Escape Hatch'. Despite the poor conditions, he managed ten flatties. Bob added that he heard no cod reports from the private boat sector but he blamed it on poor fishing conditions over the weekend.

From **Edelman's** in **Farmingdale**, Frank Pristera knew of three private boats that went cod hunting on Sunday. Only one of the three scored and they managed four or five fish up into the teens. No word on any flounder. Frank reminded that July 9th, 1988 has been slated for the Edelman's Fire Island Open Tourney. For details on their early entry special, see the Edelman's ad in the New York Boat Show issue in January.

Sunken Meadow State Park has had its good and bad innings with white perch. According to Al Flexer of **Al Feather's Lures**, on Monday, Bill Wroblinski connected with 50 of the scrappers. Fred Messimer counted 30 for his efforts. On Tuesday, Bill and Chris, a father and son team, put away a dozen each. Wednesday was described as a tough pick.

West End REPORT
with Stu Miller

Once again, the weatherman did a job on us for the week with plenty of wind, rain and very unstable sea conditions, to say the least. Action inside remained a pick to fair at best on flatties. Bluefish appear to have departed with the few days of cold weather, but boats fishing for cod have been making decent catches despite the fact that it's still early in the season and the water temperatures remain relatively high. Action is mainly on wrecks and dogfish don't seem to be a big problem. Next best bet is offshore blackfishing on wrecks and the 17 Fathom bank to the west.

WEST END BAYS/ JONES INLET

Mike at **Causeway Tackle in Wantagh** called the floundering fair, with best action around the high in the Merrick/Freeport area on the north side of the bays. Customers had 8 to 15 fish a boat taken on blood worms and lots of chum while anchored. Fish have been mainly 3/4 pounders, but running up to 1¼ lbs. Green crabs have been accounting for super catches of blackfish 3 to 8 lbs. at 17 Fathoms.

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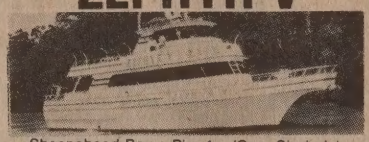
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The Muth crew: Matthew, 12; Greg, 9; Ryan, 7; and Heather, 6, with five of 25 blues taken with their dad during an early September blitz in Pt. Jeff Harbor. The rest of the catch was released.

Sailing out of Freeport, Captain Richie Kessinger's **Starstream II** on the days she sailed this past week saw fair to good catches of cod taken on wrecks, rocks and reefs. High hook of the week was 5 codfish. The best trip saw 11 fares hoist over 30 cod. Most fish this week were in the 8 to 20 lb. class, with the pool fish of the week a 40 lber.

A call from Captain Mike Barnett of the charter boat **Cod Father** told of the O'Donnell party's trip with 3 anglers boating over 150 blacks running 3 to 10½ lbs. on green crab at 17 Fathoms. Really super blackfishing and it should continue right through December.

Over in **Pt. Lookout**, we learn from Captain Walter of the **Miss Point Lookout II** that the last two Monday morning blackfish trips saw very good catches, with the pool fish Thanksgiving Day a 10 lb. 4 oz. bruiser caught by Steve Rauchut of Lynbrook. This fish was weighed in at Beckmann's Tackle. Some cod and ling were also caught.

The word from Skipper Al Lindroth of the **Captain Al** is that he has noticed a definite improvement this past week in the codfish action. Roughly 50 cod were caught by passengers on Saturday's trip with Ken Hejducek of Oceanside bagging up with 6 cod from 26 to 37 lbs. On Friday, Lou Neicica of Syosset managed a 44 lber. On Thanksgiving Day one customer bagged a 43 lber. Al said catches have been ranging from about 50 to 70 cod a day and with light turnouts, there's no overcrowding.

The word from the **Night Hawk** is that on Thursday, 13 year old Brian Kearney bagged up 19 blacks to 7 lbs., while on Friday Tom Rupp had 23 blacks to 8 lbs. Regular Angelo put away 18 tog and Ed Dechan took the pool with an 8½ lber. The weekend with its nasty weather and big heave on Saturday and Sunday caused these two trips to be weathered out.

NEW YORK BIGHT

To the west in Sheepshead Bay, Captain Tom of the **Elsie K III** called to say he has now switched over to blacks and cod and will be sailing through the end of December. See ad for details. Tom will be bringing up his brand new boat in January, so watch for it.

The Wee Willie report from **Mike's Tackle** is that the bluefish seem to be all gone for the year, having departed with last week's cold snap. Blackfishing has been very good at 17 Fathoms. Wee Willie Sr. and Jr. sailed on the Pilot Thanksgiving Day and had a pile of blacks to 7 lbs, plus a nice catch also of golden ling. Flatties in Jamaica Bay have been a pick, Willie said.

Blackfishing during the week continued good, said Captain Butch of

the all aluminum **Zephyr V** and each day's catch saw a single codfish mixed in with it.

We learn from Captain Walt of the **Flamingo III** that while the weekend was weathered out, Friday's black-fishing was good at 17 Fathoms, with catches averaging 20 fish a man. Fish ran 3 to 5 lbs. average with a 6 lber. taking the pool, all on green crab.

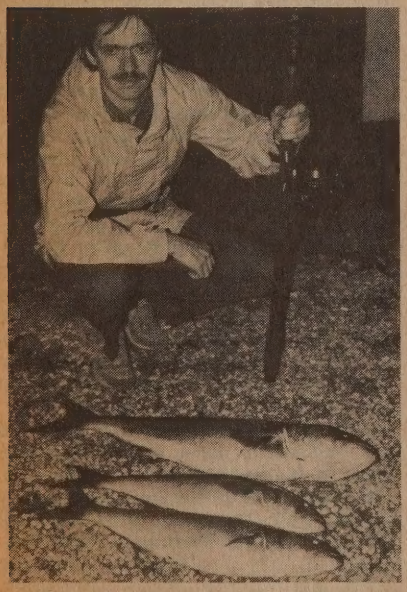
Captain Al Coley's **Betty W. IV** has switched to ling, whiting and cod and is sailing 6:30 AM Saturdays and Sundays. He will be running special cod trips, and ask that you call for the date.

Captain Joe of the **Helen H** has also switched to ocean bottom fishing on a daily basis and he will also be running special offshore cod wreck trips. You'll have to call him for upcoming dates.

North Shore REPORT

with Marty Garrell

The big chill finally arrived in the form of lower surface water temperatures on the Sound and fish were on the move. Small bass for catch and release fishing and some deep water tautog should be available for a few more weeks, but the rest of the action is over for the year. Flounder fishing for small flatties in sheltered areas is poor in general, probably because the



Bob Coombs beached these blues of 7, 8 and 16 lbs. on bunker in the Jones Beach surf back on November 4th. Subscriber photo.

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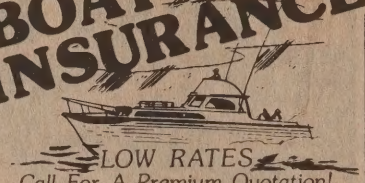

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cycle has been down this season while heavy dragging pressure continues.

WESTERN SOUND

Larry Ricci at **John's Gun and Tackle** in New Rochelle has sold the last green crabs but will keep up worm supplies as long as the weather holds. John DeCuffa at **Jack's Bait and Tackle** on City Island called the flounder fishing "not great" and explained that the last good catches of tautog by private boats were made some two weeks ago. The station is now closed for the season and looking forward to a February opening.

John Cacciola at the **Glen Cove Sport Shop** is selling the last flat of worms and working on Christmas. Although it was disappointing to lose the beach access case in its first round in Mineola, the finding will be appealed to the State Supreme Court, and Cacciola is now trying to raise another $10,000 in funds for that purpose.

Pete Pearson, still suffering from the effects of a motorbike accident, closed the season with a pretty good Saturday on the **Klondike VIII** out of New Rochelle. Dom Cerbone on the **Apache** from City Island also had a nice Saturday picking at big tautog in 80 foot depths off Norwalk. Betty Anderson said that Pete's biggest fish aboard the **North Star** this weekend was an 8 lber. and that the crowds were averaged sized until the very last day, Sunday, when easterlies made the fishing ugly. All the party boats are now finished for the season in this sector.

NORTH SHORE MID-ISLAND

The Cedars at **Huntington Prop** were out on the water for some fishing last Tuesday and Wednesday. They scored on short bass off buoy 11B and took a couple of keeper-sized flounder in a catch of about 20 off the Huntington Bay Club. George Valentine at **Four Winds** in Huntington Station saw some nice catches of tautog from 11B before Thanksgiving with the only flounder reports coming from the Nissequogue. One mediocre catch of 1/2 lbers. was the subject of speculation. Worms are in good supply at both stores.

Tom Bowman at **Bowman's Sports** in Northport saw some flounder anglers fishing the Mill Dam Bridge. Bowman is out of worms and has only frozen bait from this point on. Mel Fleischmann at **Greenlawn Sport** expects to have fresh green crabs and fresh worms until almost Christmas. Fleischmann saw a few keeper bass taken a couple of weeks ago on wrms off Callahans and some tautog from Makamah as well.

Ralph's Fishing Station in Mount

Bob Wherling caught this 14 lb. blue on a bunker at Mattituck Inlet back in October. The big chopper was weighed at Rocky Point Fishing Stop.

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Sinai was the scene of a card game in the easterlies on Sunday. Davenport himself will be fishing until freeze-up, with some tautog still on the Middle Grounds and flounder in the back of Mount Sinai harbor. Stan Hentschel at the **Rocky Point Fishing Stop** described a blast of small bass to 24 to 25 inches working on herring schools around Wading River. He figures that schoolie action is good for another two weeks.

John Pellegrino on the **Noli Eilene** thanks all customers for making his first year a success. The finale was an excellent one, too, with a ton of bass to 30 inches that showed off buoy 11B last week. At times the school was 30 feet thick and about 150 by 200 yards in extent! Pete Jannuzzi caught and released uncountable numbers on Tuesday while the Skoda brothers, Steve, Keith, and Gordon (plus Henry), had 5 bass on at a time in frenzied action on Friday.

Roy Cash on the **Port Jeff Ace** sends best wishes to all his passengers for Happy Holidays. Now finished for the year with a Coast Guard inspection upcoming, Cash still figures another two weeks of blackfish action for the small boats still in the water. Best drops on Saturday were in 60 feet of water with fish of all sizes coming over the rail in adequate numbers for 20 fares. Tom Gould and his father had 11 fish to 9 lbs. and the pool winner was a 9½ lb. tautog. Friday's fishing was relatively poor and Sunday's finale was blown out.

NORTH FORK

Ed Kopack at **Warren's Tackle Center** in Aquebogue still has worms and frozen clams in good supply and he'll still be open on Sundays until 1 and on Saturdays until 4:30. Kopack has heard of typical late season catches off Orient, tomcod and some flounder. With water temperatures now down to 41 degrees in Mattituck Creek, the larger keeper flounder appear to have moved out. Postage stamps for throwback fun still remain around the drains, according to the last sailing from **Charlie's Mattituck Fishing Station**. The new **Captain Bob** has settled in her berth at the **Old Mill**. She's about an 80 footer with plenty of room for Bob Ceglowski's fares next season.

Ace Cottral at **Pleasures of the Sea** in Southold still has a couple of boats in the water. Tony Loperfido's **Fishalot** scored nicely on a mixed bag of flounder and blackfish off Orient on the Sound last Saturday. It was the final charter of the season. Tautog were in 50 to 70 foot depths, Cottral thought, and some of the flounder were in the 2 lb. class. However, a small dragger quickly moved into the area from which the flounder were reported, so that fishing is probably short-lived.

Dave Brennan finished the regular party boat season with the **Peconic Star II** with a tremendous catch on for 14 fares on Saturday. It was in startling contrast to Friday's awful fishing for a boat load of 40. Phil Grasso of Queens was high hook with nearly 20 tog on Saturday.

Larry Porter of the **Brand X** isn't quitting yet! With a couple of weeks of tautog fishing still in the offing, Porter plans sailings next Saturday and Sunday out of Greenport. Porter saw super catches to 16 fish per fare last Saturday with a 10 lb. pool winner. Water temperatures are now a cool 43 degrees at the surface, so the pods of tautog will be on the move and deep water fishing will be the rule.

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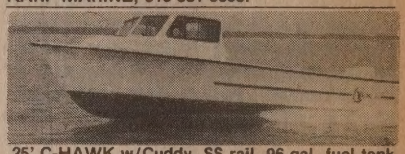

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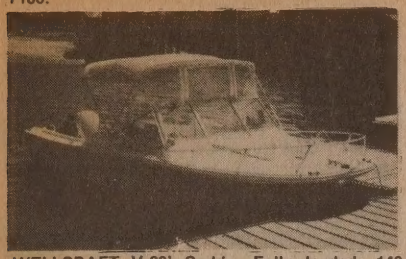
YEAR END CLEARANCE on all in-stock motors. No reasonable offer refused. DICKSON'S MARINE, 516-475-1445.

SUZUKI OUTBOARDS. First w/oil injection. 2-200 hp. LEE MARINE, Sayville. 516-567-3313.

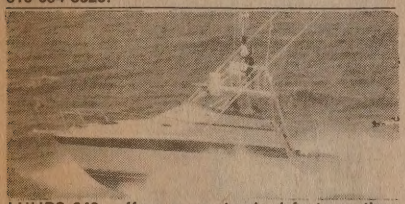
MAKO ★WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL FORMULA
AL GROVER'S MAKO BOATS • (516) 379-7100 EGG HARBOR MAJESTIC MARINE • (516) 546-BOAT

DEALER CLOSEOUT SALE
Mariner Outboards; Dell Quay boats, Metzeler inflatables. NASSAU CYCLE CENTER, 516-931-7180.



WELLCRAFT V-20' Cuddy. Fully loaded. 140 Evinrude PT&T. Galv. trailer, power winch. Compl fishing machine. Full electronics. More. $8600. 516-294-3059/421-9362.

"LOADED" Owens 31' Sportfisherman. Excl. cond. Fully equip. Twin 350s. $7500. After dark: 516-654-8323.



LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

THOMPSON 252FB/SF 25' 1984 Merc. 228 I/O under 150 hrs. Cruise equip. 100 gal. tank. Sleeps 4. Galley & head. Swim platform, windlass, Loran, VHF, ADF, knot log, AM/FM, 3 depth finders, tabs & more. Best offer; new boat coming. Days: 718-629-1454. Eves: 718-376-6340.

38' BERTRAM 1979, Turbo Cummins, tower, teak decks, cockpit controls. Windlass, generator, reverse air. Stereo, freezer, refrig., micro-oven. Murray chair, Avon raft. Full curtains & covers. Auto pilot, radar, VHF, CB, Loran, color recorder. Many other quality electronics & extras. Exceptionally well maintained. Offers over $135K considered. 201-223-8510.

25' BERTRAM. Canyon rigged. T/485 Merc. 375 gal. gas, custom tower. Full controls, Snifter, depth, water temp, recorder, Loran, radar. Must see to believe. $30,000. Wkdys: 212-704-0750. Wkdns: 516-288-2349.

1986 PRO-LINE 21' W/A cuddy w/bracket 1987 Yamaha 115 hp warranty til 7-89. 1987 Tandem axle trailer. Color recorder, VHF, Loran. Loaded. Used 5 times. $14,900. 516-957-8358.

WHOLESALE 31 BERTRAM
Canyon Fisherman, Express model w/hardtop. Brand new 460 Commander engines. New decks, new wiring, new electronics, new riggers, new fuel tanks of 400 gal. Over $40,000 spent in 1987 rebuilding. Fight chair. Purchase of new boat forces sale. Our loss is your gain. Proven canyon boat. Steal it; price reduced for blow out. Contact Jim Hummel at 516-283-7525/8565 or 516-728-6349. In water for Demo. $31,000 takes it.

GRADY WHITE 1984 22' Seafarer walkaround. 185 hp and 15 hp Johnson O/Bs. 110 hours, custom canvas, SW washdown, dual batt, Standard VHF, Lowrance X15 recorder, Raytheon 550 Loran C, top condition, none better. $23,500. After 5PM: 516-421-9401.

GRADY WHITE 230 Gulfstream 1987, twin 150 Mercury O/Bs. Only 60 hrs. 3-yr. warranty on hull & motors. Hardtop w/radio box & rocket launcher. Trim tabs, hydraulic steering, outriggers, full canvas & full gauge pkg. Loran, VHF, CB, Sea Temp & computer graph recorder. Dual batt. w/switches, fuel filters & Ritchie navigator compass. SW washdown, live well & F/W sink, 12 cabin rod holders & double bunks. Too much to mention. Dream boat for offshore fisherman. Priced to sell quickly in the mid-upper $30s. Call John evenings for appt. & test ride: 516-499-22?

CHRIS CRAFT 85, 333 Commander F/B, dual stations, twin Merc. 340 FWC. 200 hrs. Raytheon Loran, VHF, Datamarine depth, rock launchers, Furuno 501 video, P/Windlass. Refrig-freezer, microwave, Halon. Sleeps 6. Great family & fishing. $79,000. 516-541-4850 Leave message.

EVINRUDE

NEW 1985, 1986, 1987 NEW
4-$459; 6-$611; 8-$711; 9.9-$959; 40-$1598; 48-$1948; 110-$2999; 140-$3999; 225-$4998. SEALAND MARINE, 48 Merrick Rd., Amity Harbor, NY 11701; 516-842-1242. FOB/WI. Ship anywhere.

MERCURY OUTBOARDS

YEAR END Clearance on all 1987 motors at below wholesale prices. 2 hp-220 hp in stock. BAYVILLE MARINE, 516-628-8686.

1985 20' PROLINE center console. Full transom, '85 115 Yamaha, VHF, depth finder, spray hood, dual batt., power trim & tilt. $8500. Days: 516-226-9030. Eves: 516-842-4169.

1982 MANATEE Cuddy cabin 19', 115 hp Evinrude. Low hrs. Radio, compass, depth finder, Potti. Plenty of extras. Excl. cond. $6200. Eves: 718-236-8209.

BARGAIN: 23' Mako 115 Merc., sprayhood, digital depth. Excl. $5000. Days M-F: 212-973-6125. Eves: 516-541-8989.

24' PRIVATEER
LENGTH 24' 5" BEAM 9' 1"
PORT OF EGYPT, Southold, 516-765-2445

STEIGER CRAFT. Factory direct dealership. Base boats, complete boats, unrigged, rigged. Have it your way. Specials, demos. This week's production run 25' Chesapeake Commercial hull, only $13,500. One time only. WHITE WATER MARINE, 589-2502.

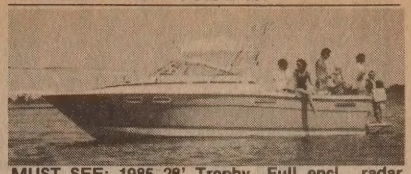
SPORTFISH SPECIALS. Angler 17 w/70 hrs. $6995. 88 Steiger 21' center console loaded. $8990. 21' Peconic Demo 120 hp 23' Seaway hardtops. $7995. 17 Arroglass new 87 90 hp Mercury, trailer. $7995. WHITE WATER MARINE, 589-2502.

BOSTON WHALER 1981 17' w/1981 115 hp Merc. Both very clean. $6250. K&K, 516-431-1865.

1985 BAYLINER 2110, 125 hp, Cuddy, CB radio, depth finder. Shoreline trailer & power winch. Dual batt., power trim & tilt, trim tabs. Canvas top. Good fishing & family boat. $12,500. Eves: 516-736-2962.

26' SAKONETT Bass Boat, mahogany. Built 1969. FWC Isuzu diesel installed 1983. Rear controls. VHF, depth finder, washdown pump & more. $12,000. 516-549-BOAT.

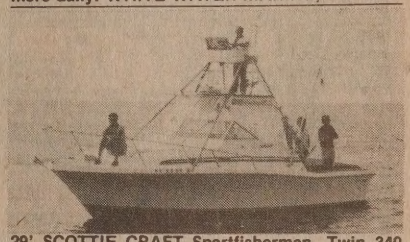
PRO-LINE Cuddy Walkaround, 1987 Evinrude 175. Si-Tex Fish finder, VHF radio, dual batt. Immaculate. Eves: 718-848-2766.



MUST SEE: 1985 28' Trophy. Full encl., radar arch, outriggers, 260 hp Volvo FWC. 300 hrs. 10' beam, 150 gal. Full galley, head. Swim platform, VHF, CB, Loran, white line, sea temp & more. Mint! Best serious offer. Days: 516-368-6200. Eves: 516-584-6052.

BRAND NEW DEMO: 21' center console, incl: 125 hp O/B, trailer, Bimini top, CB, fish finder, compass. Stereo, rod holders, bait & fish wells. All this & much more for $13,995. Call for details: 516-473-0612.

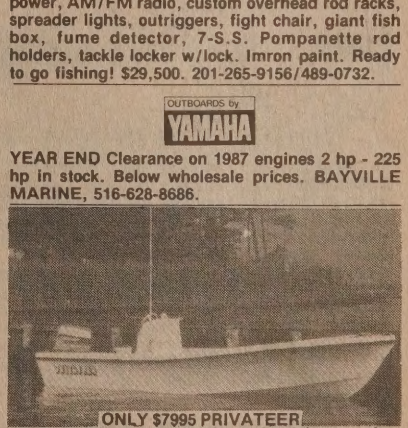
MAKO 88 17' Special w/Evinrude power. $12,990 complete pkg. Mako 20', 150 hp-$12,990; 23' w/235 hp-$13,990. 25' Twin 150s-$19,950. Many more daily. WHITE WATER MARINE, 589-2502.



29' SCOTTIE CRAFT Sportfisherman. Twin 340 Chryslers FWC, 350 hrs. Trim tabs, auto pilot, Dytek digital tachs, engine alarms, Halon extinguishers, 200 gal. fuel + 60 gal. aux tank. Tuna tower w/controls, Loran w/remote, chart recorder, 2 sea temps—Dytek/Si-Tex, digital depth sounder, VHF & CB radios, gin pole, 30 gal. FW tank, SW washdown, 110-12 volt refrig., 3 batt. guard charger, new canvas, water separators, shore power, AM/FM radio, custom overhead rod racks, spreader lights, outriggers, fight chair, giant fish box, fume detector, 7-S.S. Pompanette rod holders, tackle locker w/lock. Imron paint. Ready to go fishing! $29,500. 201-265-9156/489-0732.

OUTBOARDS by YAMAHA

YEAR END Clearance on 1987 engines 2 hp - 225 hp in stock. Below wholesale prices. BAYVILLE MARINE, 516-628-8686.



ONLY $7995 PRIVATEER
18' Privateer center console, 88 hp Johnson, elec. start, windshield/overrail. Freight & prep. incl. EDDIE'S MARINE SERVICE CORP., 210 Beach 2nd St; 718-327-3168. One location for the past 50 years.

40' CHARTER BOAT. USCG 24 Pass. Fully equip. Wood & aluminum hull. 671 GM like new. Must sell. New boat coming. 718-332-9574.

1985 FORTIER 26, Turbo diesel, electronics. Fast, comfortable, economical. Illness forces sale. After 6PM: 516-661-5936

Continued On Next Page

GRADY WHITES

1987 New Grady White 24', 235 hp Johnson, new powerhead-$23,300

1979 Grady White Chesapeake 21' 2", 260 hp OMC I/O-$11,800

1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-$4750

1981 Grady White 204 Fisherman 20' 4" 82 140 hp. Loaded-$8900. Like new.

1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-$12,950.

PRIVATEERS

1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950

1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-$9900

1979 Privateer Roamer 20' 2" center console w/new Johnson 120 hp-$8995

1983 Privateer 21' 6" center console Volvo I/O 125 hp-$11,500

1985 21' 6" Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

OTHER USED BOATS

1974 25' Slickcraft 10' beam twin Merc 180 hp. Low hrs. Electric dockside pwr, encl. head, ice box, etc-$17,995

1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-$3995

EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

ROBALO. New 26' Sportfisherman, w/twin 200 hp Yamahas. Hard top, galley, encl. head & more. List $57,500. Ready to go. $39,900. AMITY HARBOR MARINA, Amityville, NY. 516-842-1280

GRADY WHITE 24' 1982 Weekender, 228 hp Merc I/O, 1984 Shoreline trailer, VHF, CB, depthfinder, plus more! PORT OF EGYPT, Southold, 516-765-2445.

MAKO 26' Canyon; clean. Twin 1981 FWC 170 hp Mercruisers, turbo-charged, 550 hrs. 205 gal. fuel capacity, Bennett trim tabs. Furuno 24 mi. radar, Micrologic 5000 Loran C, 2-VHF radios, 4-depth finders, Fathomaster white line recorder, Sea Temp gauge, AM/FM cassetts player w/4 speakers. Miami Lee Sr. Outriggers, Pipewelders tower, Murray Bros. Fight chair, team swim platform, cockpit flood lights, SW washdown, new canvas. Much more. $25,000 Neg. 516-728-8127. 516-728-6986.

EVINRUDE

NEW 1986 EVINRUDES 1986

2-$298; 4-$480; 6-$612; 8-$712; 9.9-$960; 15-$1100; 25-$1288; 30-$1388; 40-$1600; 50-$1958; 60-$2350; 70-$2600; 90-$2750; 110-$3100; 120-$3900; 140-$4000; 150-$4200; 175-$4500; 200-$4600; 225-$4700; 275-$6500; 300-$7000. ELECTRA MARINE INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere. Phone quotes. Full service shop.

1974 21' CRUISER INC w/1984 155 hp Commercial Evinrude, 1980 Galv. Tandem trailer, Porta-Potti, full canvas. $7300 or B/O. 914-358-3231.

26' MAC KENZIE Cuttyhunk Bass Boat. New motor. Stern controls. $7500 or B/O. 516-324-2516.

BERTRAM 25 Bahia-Mar twin 165, repowered 1984, I/O overhaul 1987. Standing headroom, galley, head, VHF. First $16,500. Steve Kelly, H: 914-736-0786. W: 516-931-6400.

26' SEA SKIFF, Offshore, Groverbuilt, 6 cyl. diesel. Original owner. Fully equip for offshore. All electronics. Ready to sail. $23,000. Wknd & Eves: 516-781-4575.

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CUSTOM MARINE WOODWORK. No job too small: tackle lockers, instrument enclosures, consoles, bow pulpits, etc. Interior & exterior repairs & restorations. CUSTOM MARINE CARPENTRY, 516-623-1639.

RADAR, Loran, autopilots, VHF, SSB, fish recorders. Sales & service most major brands. Custom installations. MARITIME COMMUNICATIONS INC., 377 Woodcleft Av., Freeport, NY; 516-623-4421.

VOLVO Penta, high speed stainless steel prop. 14x23, 3-blade R.H. Excl. cond. $150. 212-885-1757 Eves. Bob.

BOAT TRAILERS FOR RENT: Single & Tandem Axle. Daily, weekly, monthly rates. Temporary & permanent hitches for sale or rent. BARN TRAILER SERVICE, 57-05 B'Way, Woodside, NY. 718-426-7039.

BOAT TRAILER: 1982 Fully galvanized EZ Loader. Hold up to 28' boat. Like new. Only used for winter storage. $1100. 957-5628.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

QUICKSILVER Stainless Steel Propellers. Two 14" diameter X 19" pitch wheels. Used only once. Fits Merc V6 O/Bs or Mercruiser stern drives. Original cost-$660; will sacrifice at $475. John, Eves: 516-499-2288.

BOAT TRAILERS: EZ Loader. All sizes in stock. Immediate Del. Priced right. Trailer hitches installed. SEAHORSE TRAILER, Glen Head, NY. 516-676-5313.

BOAT TRAILER REPAIR. Complete w/all new galvanized parts. FAZIO MFG. INC., 1121-16 Lincoln Ave., Holbrook, NY 11741. 516-563-2263.

CUSTOM STAINLESS WORK done to your specs. Heli-arc welded ladders, pulpit rails, T-tops, brackets, etc. Repairs. Small job specialist. Bellmore. 516-826-7809.

Custom vented Winter Tarp & frame for 30' Sea Ray Weekender-$200. Twin 16x19 props, Si-Tex 767C Loran w/antenna-$325. And Misc. boat equip. 783-3674.

FISHING TACKLE

DIAMOND JIGS, LURES, HOOKS
and other fine tackle at sensible prices. Free catalog. TERMINAL TACKLE CO., Box 427, Kings Park, NY 11754.

7 Matched 50 lb. class rods; Fenwick blanks, aluminum butts; 5 - 50 Internationals; 2 - 50W Internationals. All w/80 lb. line. All in mint cond. After 5: 516-667-0317.

With any rod purchase & this ad: Penn 500M Jigmaster-$30. Penn 710Z-$35. Penn 720Z-$20. Penn 105-$25. LINDENHURST BAIT & TACKLE, 281 E. Montauk Hwy., Lindenhurst. 516-226-9030.

MISCELLANEOUS

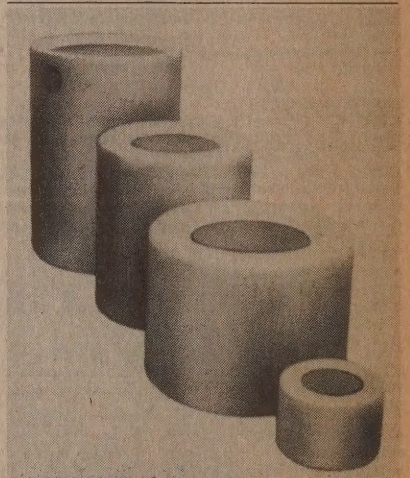
BOAT CLEANING: Washing, waxing, interior & exterior cleaning. All types of cleaning service. Weekly, monthly, seasonal rates. Special spring open-up service. Call for free estimates. LIKE NEW BOAT CLEANING, Richie: 516-826-3699.

LORAN Numbers for 60 of the area's hottest wrecks, reefs & fishing spots are avail. on a 4"x5½" fully laminated card which is waterproof, durable & compact. Simply send $5 to: DE MAPO ENTERPRISES, 1204 Ave. U, Suite 1231, Brooklyn, NY 11229.

HOUSE PAINTING: Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

GLACIER GLOVES Avail. immediately. Special price-$39.95. Call or write: THE SURFCASTER, Box 1731, Darien, Ct 06820-1731; 203-866-1289.

WIN THE POOL NEXT TIME OUT, with "Northeast Party Boat Fishing," by noted Fisherman columnist Tom Schlichter. 150 pgs. crammed w/information, plus drawings, photos, rigs, unusual recipes. Send $9.20 to: NORTHEAST SPORTSMAN'S PRESS, Box 188, Tarrytown, NY 10591.



LIVE BAIT WELLS, pumps & accessories. For free brochure, send $.25 p/h. THE CADDY CO., 57 Bayonne Av, Dept. E, Central Islip, NY 11722; 516-234-0144.

MERCRUISER Sterndrives repaired & overhauled. Rebuilt outdrives for sale. Trim cylinders rebuilt. HIGHLAND MARINE, 516-587-7567.

CAPTAIN AVAILABLE: USCG 100 ton Ocean Operator licensed. 30 yrs. experience. Deliveries, charters, trips. Personalized instructions. 914-964-9451.

OUTBOARD MOTORS
Winterization & Storage. KELLY'S OUTBOARD WORLD, 1531 Lakeland Ave., Bohemia, 516-567-3417.

BROTHERS BOAT CLEANING SERVICE
Washing, waxing, interior, exterior. Weekly, monthly, seasonal. Bottom painting. Spring, summer & fall services. Power washing, teak cleaning. Winterization. Shrink wrapping. For free estimates, call the professionals. Tom or Phil: 516-265-0265.

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Deer Butchering-$60. All meat freezer wrapped, labeled & refrigerated. We mount deer/bear, fish & birds. 516-239-7716.

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The most exciting Bluewater Videos ever produced! Free listing & price list. Write: BRAID PRODUCTS, Box 1305 FM, Woodland, CA 91364.

WINTER STORAGE & '87 Summer Dockage avail. in Seaford. COMPASS ROSE BOATWORKS, 516-783-3220.

SEA DUCK Scooter Shooting. Weekends. Licensed guide, 25 yrs. Comfortable accommodations. Try us. Eves: 516-728-6783.

FULLY LICENSED CAPTAIN—Available for water deliveries, boat/navigation; charts & trips. 516-795-4498.

WANTED By Fellow Fisherman: Civil War & WW II German & Japanese souvenirs, Single items or collections. Dr. K. Feryo, 516-921-0372.

STRIPED BASS CHAMOIS SHIRTS
Extra heavyweight shirt w/striped bass embroidery. Perfect Christmas present for the striper fisherman. Navy, Forest, Lt. Blue, Red, Maroon & Tan. $26 ppd. MC & Visa accepted. BARRY THURSTON TACKLE, Harbor Sq., Nantucket, Ma 02554; 617-228-9595/1234.

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The Ultimate Beach Buggy: Aluminum step van camper, w/refrigerator, freezer, bath, 45 gal. FW, stereo, CB. Must sell. $3850. 516-728-2797.

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LAWRENCE N/Meadowmere Park. Mint 3 bedroom col, new kitchen, 1½ baths, thermal windows, decks, floating dock, garage, etc. Lovely modernized home. $169,900. Frank Anderson, Lic. Assoc. Broker: 516-872-8890.

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RENT FLORIDA KEYS Condo, Duck Key, 2BR, 2Bth. Fully equip. Week or month. Bus: 516-264-2202. Home: 516-422-3492.

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Thousands of Marine Gifts, Clocks, Barometers, Compasses, Weather Instruments, Fishing & Boat Chairs, Outriggers & Fishing Accessories, Safety Equipment, Inflatable Boats, Sperry Top-Siders, etc.

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All at Fantastic Prices!

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Valid on any purchase, except Electronics, made thru December 23, 1987.
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$10.

Toward Any Purchase
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"Holiday" Gift Certificate

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Limit one coupon per purchase. Cannot be combined with Electronics Specials.

$50.

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"Holiday" Gift Certificate

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Limit one coupon per purchase. Cannot be combined with Electronics Specials.

$100.

Towards Any Purchase
$1000.00 and up
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Closed for Annual Vacation
Dec. 24, 1987 thru Jan. 8, 1988
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